

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 tons, " R. D. Thomas.
 "FATSHAN," 2,260 tons, " W. A. Valentine.
 "HANKOW," 3,073 tons, " C. V. Lloyd.
 "KINSHAN," 1,995 tons, " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,170 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 tons, " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-K'og, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow, Single \$17.50, Return \$32.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

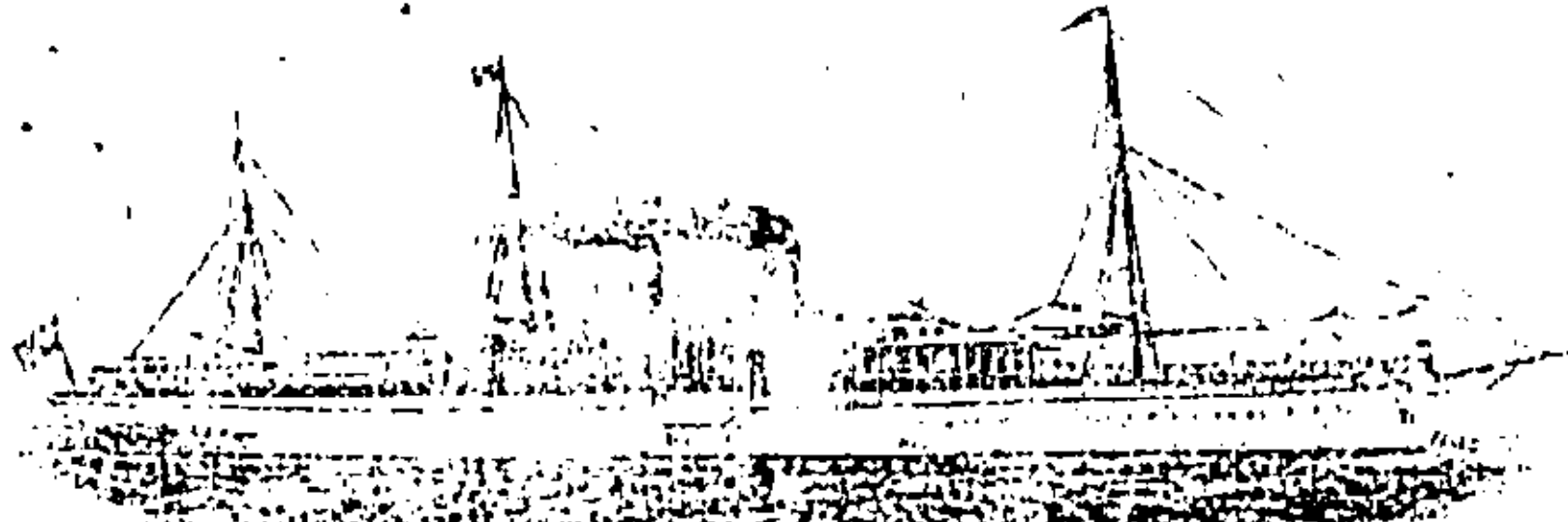
S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon, Single \$5.00.
 Hongkong to Kunchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. SAVING A 7,000 MILE ROUND TRIP VIA THE PACIFIC.)
 PROPOSED SAILINGS FROM HONGKONG:—(SUBJECT TO ALTERATION).
 R.M.S. "EMPEROR OF JAPAN," 6,000 tons, WEDNESDAY, 8th March.
 "ATHENIAN," 2,440 tons, WEDNESDAY, 15th March.
 "EMPEROR OF CHINA," 6,000 tons, WEDNESDAY, 29th March.
 "EMPEROR OF INDIA," 6,000 tons, WEDNESDAY, 19th April.
 "TARTAR," 4,475 tons, WEDNESDAY, 26th April.
 "EMPEROR OF JAPAN," 6,000 tons, WEDNESDAY, 10th May.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and in connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class) are provided for Military, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, apply to H. C. ADDOCK, Acting General Agent, 9, Pedder's Street.
 Hongkong, 8th February, 1905.

HAMBURG-AMERIKA LINIE. OCEANISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG (Calling at SPOR and COLOMBO).	21st Feb. Freight.
Alesia	HAVRE, ANTWERP and HAMBURG (Calling at SPOR, PENANG and COLOMBO).	24th Feb. Freight.
SAMBIA	HAVRE and HAMBURG (Calling at SPOR, PENANG and COLOMBO).	9th March. Freight.
RHENANIA	MARSEILLE, HAVRE and HAMBURG (Calling at SPOR, PENANG and COLOMBO).	21st March. Freight and Passengers.
SUEVIA	HAVRE and HAMBURG (Calling at SPOR, PENANG and COLOMBO).	4th April. Freight.

With Transshipment at Singapore.
 ARCADIA, Captain Förck, to sail from Singapore about 22nd February. Freight.
 ANDALUSIA, Captain Filler, to sail from Singapore about middle of March. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of the s.s. Rhenania. Saloons and cabins amidships. Lighted throughout by Electricity.

For further Particulars apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 6th February, 1905.

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Amusements.

HONGKONG REGATTA.

TO BE HELD IN WANCHAI BAY.

THE Stewards of the HONGKONG REGATTA request the pleasure of the Company of the Ladies of Hongkong on SATURDAY, 11th February, at 1 o'clock P.M., on board the Flagship *Kwong Tung*, which will be moored near Kellett Island.

Through the courtesy of the Hongkong and Whampoa Dock Company, the launch K. 7, flying the Regatta Flag, will leave Blake Pier at 12.30, 2 and 3 P.M. to convey visitors to the Flagship and will return ten minutes after the last race.

By kind permission of Vice-Admiral Sir Gerard Noel, K.C.B., Captain and Officers, the Band of H.M.S. *Glory* will play during the afternoon.

The Victoria Recreation Club and Hongkong Boat Club's launches for accommodation of members will leave Queen's Statue Wharf at 12.30 P.M.

Admission to the Flagship for gentlemen \$1. Tickets may be obtained from Messrs. Kelly and Walsh or on board.

E. R. HALLIFAX,
 Hon. Secretary.
 Hongkong, 7th February, 1905.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—

Kennedy Town to Post } 10 cents First Class.
 Office } 4 " Third "
 Post Office to Causeway } 10 cents First Class.
 Bay or Race Course } 4 " Third "
 Causeway Bay to Shau-ki-wan } 10 cents First Class.
 " } 5 " Third "

The previous Table of Fares is hereby cancelled.

Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,
 General Manager.

SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 8th February, 1905.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., O'NEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

B. MORI,
 Acting Manager.
 Hongkong, 24th January, 1905.

Amusements.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.00 per hundred.

FLOR DE MONDEGO

AT

\$5.50 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 25th January, 1905.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUGHES & SON,
 General Managers.

Hongkong, 29th December, 1904.

Hotels.

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,
 SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4/6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,
 Proprietor.

H. T. SARRE,
 Manager.

Singapore, 4th October, 1904.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE,
 Proprietor and Manager

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JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half March	JAPAN VIA SHANGHAI	First half March
TJILATJAP	JAPAN	Second half February	JAVA PORTS	Second half February
TJIMAHJ	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 3rd February, 1905.

Amusements.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 370

Telegrams, "Dock, Yokohama," Codes A. I. and I. A. B. C. (4th).

Yokohama, May 11th, 1903.

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E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness, Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Trading Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
 " W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
 " H. W. JOHN'S CANADIAN ASBESTOS GOODS.
 Cable Address: "MARINEWORK," Hongkong.
 Telephone No. 358.
 12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

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C. W. MEAD, C. E., President and Shanghai Manager. N. M. HOLMES, C. E., Vice-President and Hongkong Manager. A. F. CARRICK, C. E., General Manager, Manila.

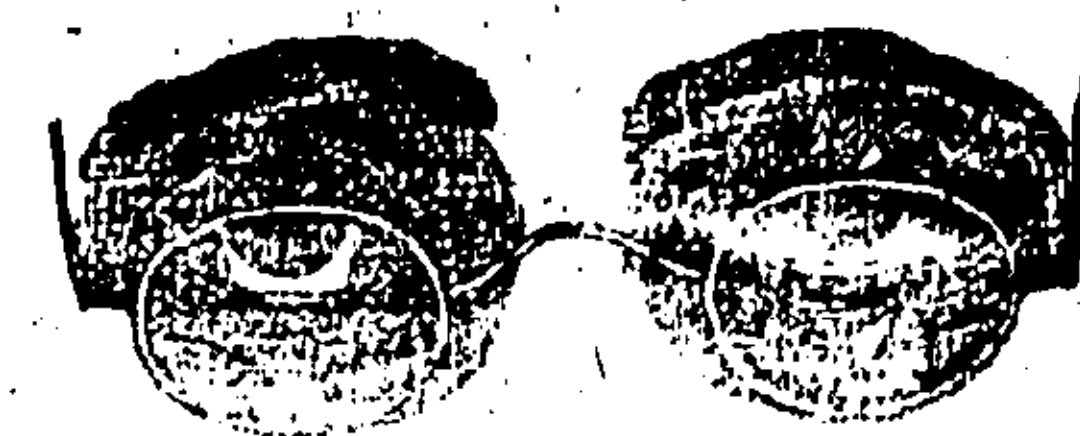
ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway	A Specialty made of Reinforced Concrete and Concrete Pile.	Examinations	On all Railway or Proposed Construction Works.
Hydraulic		Surveys	
Mining and Sanitary Engineering.		Reports and Estimates.	

Hongkong, 2nd February, 1905.

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IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are useful and give the effect of coolness. Prices from \$2.00.

Hongkong, 1st October, 1904.

A. SATUXFORD, Manager.

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Intimations.

WM. POWELL, LIMITED. "ALEXANDRA BUILDINGS," Des Voeux Road,

FIRST FLOOR BY LIFT.

OUR FURNISHING DEPARTMENT

is completely stocked with all the newest

Art Tapestries.

Muslins.

Velvets.

Plushes.

Cretannes.

Roma Satins, etc., etc.

CARPETS OF EVERY DESCRIPTION AND MAKE.

Several hundred Smart Carpet Squares,—all sizes and prices.

Bedsteads, by the very best makers only.

Upholstering done in first-class style.

Houses completely furnished.

Special attention given to the Shipping trade.

BLANKETS! BLANKETS! BLANKETS!

SPECIAL PURCHASE OF BLANKETS NOW ON SHOW.

LADIES' DEPARTMENT.

FOR THE RACES.

New Millinery, Sun-shades, Dress Fabrics, Gloves, &c., &c.

Ladies requiring costumes are requested to pay us an early visit.

Wm. POWELL, Ltd.
HONGKONG.

Hong Kong, 2nd February, 1905.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY,
the 13th February, 1905, at 3 P.M., at Messrs. Jardine, Matheson & Co.'s Godowns, East Point,
SUNDRY FITTINGS AND GEAR
ex S.S. "KENSINGTON,"
Comprising:—
BOAT DAVITS and BLOCKS, WIND SAILS, CARGO DERRICKS, STEEL WIRE, IRON BEDS, AIR PUMP, BUCKET, CONDENSER BRASS TUBES, LIFE BUOYS, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1905. [229]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
WEDNESDAY AND THURSDAY,
the 15th and 16th February, 1905, at 10 A.M. each day, at
H. M. NAVAL YARD,
SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,
Comprising:—
BOAT'S ENGINES, WILLAN'S ELECTRIC LIGHT ENGINE, ELECTRIC CABLE, MACHINES VENTILATING AND DRILLING, LATHE, BRASS, COPPER, IRON, MANGANESE BRONZE, PAPER, STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.
TERMS OF SALE:—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 7th February, 1905. [221]

PUBLIC AUCTION.
THE Undersigned have received instructions from the Official Administrator to Sell by
PUBLIC AUCTION,
For Account of the Estate of the late **ALFRED WRIGHT,**
on
WEDNESDAY,
the 15th February, 1905, at 2.30 P.M., within his residence, No. 2, Salisbury Avenue, Kowloon,
THE WHOLE OF HIS HOUSEHOLD FURNITURE.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 9th February, 1905. [231]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 17th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A GREAT ASSORTMENT OF ENAMELLED WARE GOODS,
Comprising:—
TIFFIN CARRIERS, TEA AND COFFEE POTS, SAUCEPANS, SOUP LADLES, &c., &c.
ALSO
A Quantity of AUSTRIAN RUBBER SHOES.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1905. [230]

Intimations.

NOTICE.
THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 cubic feet as from the 1st February, 1905.
GEORGE CURRY,
Local Secretary.
Hongkong, 1st February, 1905. 198

WHY NOT THE BEST?
SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.
SHOW-ROOMS:—1, WYNDHAM STREET.
Cash or Easy Monthly Payments.
Hongkong, 28th January, 1905. [48]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 375 lbs. net \$5.00 per Cask ex Factory.
In Bags of 50 lbs. net \$3.20 per Bag ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd September, 1904. [50]

THE WEIHWAI GOLD MINING CO., LTD.

RE-CONSTRUCTION DECIDED UPON.

An extraordinary meeting of the shareholders in the above-named Company was held at Shanghai on 1st inst. for the purpose of considering special resolutions with a view to the winding-up and reconstruction of the Company. There were present Messrs. Marcus Wolff (Chairman), J. M. Young and Capt. Dobie (Director), R. N. Macleod (Legal Adviser), C. E. Cunningham (representing the Secretaries), and others representing, with proxies, 9,541 shares. Mr. Macleod read the notice convening the meeting.

The Chairman—The first business is to elect new directors. I believe Mr. Taylor has some names to propose; each one must be proposed separately.

Mr. Taylor—What about the present directors?

The Chairman—We retire at once as requested; of course we shall give what advice we can to the new directors.

Mr. Taylor—But no new directors can be appointed to take office till after the confirmatory meeting; isn't that so?

Mr. Macleod—No, Sir; the object of this meeting is to elect new directors; Mr. Wolff will remain in the chair during this meeting and the new Chairman will take the chair at the confirmatory meeting. It may as well be understood at once that if the new directors do not begin to do something soon, there is no use in appointing them at all for the liquidator will take over everything.

Mr. Taylor then proposed, and Mr. H. Morris seconded, that Mr. E. S. Little be appointed a director.

This was carried nem. con.

On the proposition of Mr. Taylor, seconded by Mr. Morris, Mr. F. C. Heffer and Mr. L. R. Burkhardt were severally elected directors nem. con.

Mr. Macleod then read a statement of accounts which had been prepared to show the present liabilities and assets of the Company. The two sides, he said, as nearly as possible balanced; the only doubt was in regard to the concentrates which were assets which could not be realised for some months. They had been put down at \$6,000, which was the value placed upon them by the sub-committee which was recently appointed to go into the position of the Company. Including that sum the assets were now estimated at \$12,911.50, and against this the present liabilities were estimated at \$12,469.64. These figures did not include the value of the land, the mill, machinery, and various tools and stock at the mines, things which the Company did not want to sell, if the new Company was to carry on operations. As the concentrates could not be realised as yet, as already stated, the Company must consider themselves by that much at present unable to meet their liabilities; but including the value of the mill and other properties, the Company was a little more than solvent.

The Chairman asked for comment on the statement, and there being none forthcoming, proposed the first resolution as follows:—

That it is desirable to re-construct the Company and accordingly that the Company be wound up voluntarily.

Capt. Dobie seconded and the resolution was carried nem. con.

The Chairman then proposed the second resolution and said that Mr. Young would second it. The resolution was as follows:—

That the Liquidator or Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the Weiwhai Gold Mining Company Limited.

Mr. Young—Who are to be the liquidators? I can't second without knowing.

Mr. Macleod—No arrangement has yet been made in regard to the liquidators.

Mr. Young withdrew his objection and seconded the resolution which was carried nem. con.

The Chairman then proposed the third resolution as follows:—

That the draft Agreement submitted to this meeting and expressed to be made between this Company and its Liquidators of the one part and the Weiwhai Gold Mining Co., Ltd. (1905) of the other part be and the same is hereby approved and that the Liquidators be and they are hereby authorised pursuant to Section 49 of the Companies' Ordinances of Hongkong, No. 1 of 1865, Part IV, to enter into an Agreement with such New Company when incorporated, in the terms of the said draft and to carry the same into effect with such, if any, modifications as they think expedient.

Mr. Macleod made an explanation in regard to the agreement, which was, he said, drawn in the ordinary form of an agreement for reconstruction as between the liquidator of the old company and the new company. Should the new company be formed, it would have a capital of \$700,000 divided into ordinary shares and preference shares, each of \$20. It has been proposed at first to make the shares \$25 with \$20 paid up, but the scheme now was to have \$20 shares with \$15 paid up on each. The only question was whether the capital proposed was too much or too little; it would allow a balance to remain for subsequent issue of about 8,000 ordinary shares which would represent about \$160,000 for additional capital as required. The agreement further provided for the sale of the property of the old company to the new company subject to any existing incumbrances. In consideration of this agreement of transfer there would be an agreement by the new company to meet the liabilities of the old company and keep it indemnified against all claims. The new company would undertake to pay the expenses of the transfer and the cost of winding-up. The most interesting point in the agreement was that each shareholder would get one share in the new company for every share held in the old company. Ordinary and preference shares would be treated exactly alike.

\$15 be credited as paid up on each. Of the balance, \$5 per share would be payable on allotment, which would be made in the following way: within twenty-one days after the agreement should be signed the liquidator of the old company would notify each member as to how many shares he would be entitled in the new company. Those shares must then be claimed within 100 days of the execution of the agreement; and on the claim being made, the shares would be allotted and \$2 per share would become payable on each. The balance of the liability would be called up when the directors should think fit. Shares not claimed within the 100 days would be sold by the liquidator and the proceeds divided among the shareholders of the old Company, who would have been entitled to them. This would be the procedure except in regard to the shares of members of the old Company, who had declined to vote in favour of reconstruction, and who sent written notices of their dissent to the registered office of the Company within seven days of the confirmatory meeting. The shares in the new Company, to which such dissenting member would have been entitled, would be immediately sold by the liquidator and the member would get the proceeds after expenses had been paid.

Mr. Moller asked what arrangement would be made in regard to shareholders in Europe.

Mr. Macleod replied that the 100 days would give them time in which to receive notice and make their reply; the desire was to save as much time as possible, but this period could be made 120 days after execution of the agreement, if desired.

Mr. E. S. Little pointed out that the notification to shareholders in Europe and America could be sent off immediately on the appointment of the liquidator, without waiting for the expiry of the twenty-one days' grace.

The object was not pursued.

Mr. Moller asked if the matter of the call could not be left to the discretion of the new directors instead of being fixed at \$2 on allotment.

Mr. Macleod replied that as the whole object of reconstruction was to get working capital as soon as possible, the new directors would be obliged to make a call the first thing, and this was the most convenient way of doing it. In further explanation of the agreement, Mr. Macleod said it provided that the new Company should take over the property and business as from the 1st of January as the most convenient date. It was also agreed that the new Company should issue debentures to the present debenture holders in exchange for the debentures held in the old Company; that arrangement was not binding on the debenture holders, but it was necessary to give the new directors authority to make the exchange.

Mr. Sullivan seconded this resolution, which was declared carried unanimously.

Mr. E. S. Little suggested that steps should be taken to allow the liquidator to get to work at once, instead of waiting for the confirmatory meeting.

Mr. Taylor proposed, and Mr. E. Jones seconded, that the appointment of liquidator be left to the new directors.

Mr. Macleod said that could not be done.

The Chairman suggested that an appointment might be made, though it could only be formally completed at the confirmatory meeting.

Mr. Moller asked if the new directors had anyone in mind.

Mr. E. S. Little suggested the name of Mr. G. H. Thompson. (Applause.) No arrangement had been made, as the new directors had not yet assumed office.

It was unanimously agreed that Mr. Thompson should be approached by the new directors with a view to his formal appointment later.

The Chairman mentioned the subject of present liabilities, amounting to \$8,303, to meet which there was \$3,215 in cash and the third gold brick. He asked if anything should be done. Proceedings might be taken against the Company at any minute; should the brick be sold?

The idea was received with loud laughter and the general feeling was expressed by a shareholder, who exclaimed, "Give the new directors a chance."

Mr. Sullivan remarked that the Consulate would be closed for the holidays, and proceedings could not be instituted in the meantime.

The business of the meeting having been declared at an end, Mr. Young asked to be allowed to draw attention to the latest reports of Mr. Dawson, Mr. Duff, and Mr. Moller, from which, as well as from other verbal expressions by those who had seen the mine, it would be seen that all agreed in attributing the difficulties of the Company to the backward state of the development work, in the absence of sufficient working capital. It was, therefore, he thought, clearly approved that the retiring directors were responsible for what had unfortunately occurred.

Mr. Taylor absolutely dissented from this view. If the directors had issued the balance of the preference shares at the time they were at a premium, there would have been no need to get the overdraft from the bank, and there would not have been the lack of capital. He considered the present position to be entirely caused by the directors. (Applause.)

Mr. Young did not think it was the business of the directors to go out and try and sell a few shares on the market.

Mr. Taylor repeated his opinion and moved the adjournment of the meeting, which broke up amid laughter and applause. —N. C. D. News.

COMMERCIAL.

TODAY'S EXCHANGE.

London—Bank T.T.	111
Do. demand	111 9/16
Do. 4 months' sight	111 1/2
France—Bank T.T.	2.40
America—Bank T.T.	47 1/2
Germany—Bank T.T.	2.00
India T.T.	145
Do. demand	145 1/2
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	50 1/2
Java—Bank T.T.	127 1/2
4 months' sight L/C	111 1/2
30 days' sight L/C	111 1/2
30 days' sight San Francisco & New York	48 1/2
4 months' sight	49 1/2
30 days' sight Sydney and Melbourne	2.54
4 months' sight France	2.52
6 months' sight	2.52
4 months' sight Germany	2.05
Bat Silver	28 5/16
Bank of England rate	3 1/2

OIL QUOTATIONS.

Today's quotations are as follows:	Per ton
Malwa Now	1,075/1,200
Old	1,150/1,280
Older	1,200/1,290
Oldest	1,300/1,350
Patna New	1,105
Patna Old	1,115
Patna (Paper)	780/910

Entertainment.

HONGKONG PHILHARMONIC SOCIETY.
A CONCERT will be given by the above Society in the THEATRE ROYAL, on THURSDAY, 16th February, at 9 P.M.; under the distinguished patronage of His Excellency the Governor. The Programme will consist of Orchestral Pieces, Solos and the Naval Cantata "THE REVENGE," Tennyson's Poem set to music by C. V. Stanford, performed by the Choir and Orchestra.
Tickets: price \$3, \$2 and \$1, obtainable at the ROBINSON PIANO CO.
Hongkong, 8th February, 1905. [227]

Intimations.

HONGKONG ICE COMPANY, LIMITED.
THE TWENTY-FOURTH ORDINARY SHAREHOLDERS' MEETING OF SHAREHOLDERS will be held at the Office of the General Managers, Pedder's Street, at 12.30 P.M., on MONDAY, 13th February, to receive a Statement of the Company's Accounts to 31st December, 1904, and the Report of the General Managers.
The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th February, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th January, 1905. [187]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY SHAREHOLDERS' MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 13, Bank Buildings, Queen's Road Central, on TUESDAY, the 14th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 24th January, 1905. [166]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [196]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [197]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 26th January, 1905. [177]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY SHAREHOLDERS' MEETING OF SHAREHOLDERS in the above Company, will be held at the Office of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th February, 1905. [226]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [122]

THE VICTORIA SCHOOL AT TANG-LUNG-CHAU, for Children of EUROPEAN BRITISH SUBJECTS, will be OPENED on March 20th, 1905.

The School will be open to Children of both sexes, but Girls over 12 years of age will not be admitted. For further particulars, application should be made to the Education Department.

EDWARD A. IRVING,
Insp. of Schools.
Hongkong, 7th February, 1905. [219]

Intimations.

YOU WANT PROVISIONS AND WINES IN 1905.

GET YOUR SUPPLIES

FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.
Hongkong, 7th January, 1905. [31]

THE WINE GROWERS SUPPLY CO.


BARRETTO & Co.,
General Agents, Hongkong.

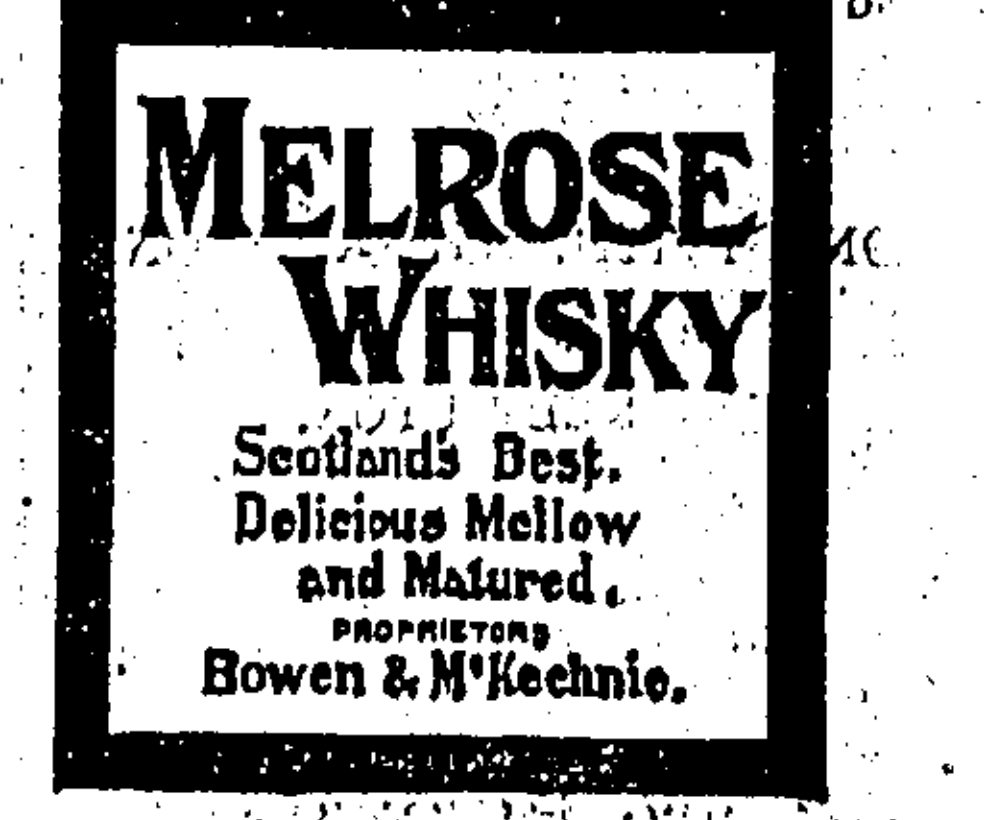
PORT WINE.

Direct shipments from the
COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO.
(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

	Per Case of 12 Dozen.
Dry No. 1	Selected Old Port \$50.00
" " 2	" " " 35.00
Quinta do Porto	" " " 30.00
Dry No. 3	" " " 25.00
Quinta da Granja	" " " 20.00
Tawny, 1887, Vintage	" " " 15.00
Tawny, (White Label)	" " " 14.00
Medium Tawny, (Brown Label)	" " " 13.00
White Tawny, (White Label)	" " " 12.00
Full Wine, (Brown Label)	" " " 11.00
White Tawny, (Brown Label)	" " " 10.50
Light Tawny, (Brown Label)	" " " 10.00


MELROSE WHISKY
Scotland's Best.
Delicious Mellow and Matured.
Proprietors
Bowen & McKechnie.

OEFA RUBY

RIOJA CLARET.
\$6.00 ... per dozen.

Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers. Price List on application.

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.
Hongkong, 26th January, 1905. [41]

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT
MERCHANTS.

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

"I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905. [32]

There are many Whiskies to be
had in Hongkong,

BAD, PASSABLE AND
OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE.

Public Opinion has classed our

IMPERIAL

HIGHLAND

(Red Triangle) ... at \$16.00 per doz.

AND

CLUB No. 1

(Gold Triangle) ... at \$18.00 per doz.

AMONGST THE WHISKIES ONE

CAN RELY UPON.

They are PURE MALT.

GREGOR & CO.,
WINE MERCHANTS,

34, Queen's Road.

Hongkong, 10th February, 1905. [33]

NOTICE
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
Two rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 1st Feb. at Singapore, the wife of R. J. KIRKE, Straits Settlements Police, of a son.

MARRIAGE.

At St. Andrew's Cathedral, Singapore, on Feb. 1st, OLIVER MARKS, Federated Malay States Civil Service, Secretary to the High Commissioner F.M.S., and Private Secretary to H. E. the Governor, son of the late John Marks, Esq., of Geydon, Surrey, to VIOLET CATHERINE, daughter of the Hon.ble Alexander Murray, Colonial Engineer and Surveyor-General, Straits Settlements.

DEATHS.

At Berlin, on the 3rd instant, Mr. CARL HERMANN SMETHILAGE.
On the 2nd February, at Singapore, the infant son of W. E. PATTON and grandson of Mr. Samuel Stubbs, aged 6 months.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 10, 1905.

"BEYOND THE PALE."

We regret extremely that, so far nothing appears to have been done towards assisting two unfortunate Englishmen who by reason of the operation of the United States Immigration Law have been stranded in the Colony and are now living a miserable existence in the House of Detention. The facts under which they were refused permission to enter upon their employment in the Philippine Islands have already been made public in our columns, and investigations subsequently made by a member of our staff furnishes sufficient proof that these men have come by misfortune through no fault of their own. At home they were in constant employment, earning good wages and enjoying the respect of all who knew them. Tempted by increased remuneration they decided on going to Manila, and having entered into agreements with agents in London, obtained their passages to the East, and were ready to start work, when the provisions of certain enactments were put in operation against them, and thus prevented them from earning their living and, in one case, of contributing to the support of a wife and family at home. Benevolence is very much in the air at the present time, and we feel sure that, where an instance of destitution deserving of financial assistance is brought forward it will not be permitted to pass unheeded. Apparently, the men are beyond the pale of help under the new scheme adopted by the Hongkong Benevolent Society which would remove them from their present undesirable home, but if any public spirited gentleman would come forward and act as treasurer of any fund started in their behalf we are convinced that there would be a hearty response to the appeal. We have been privileged by the Colonial Secretary to peruse the contracts and papers under which the men were brought out and realise that their case merits the consideration of the charitably disposed. Their present situation is piteous and humiliating beyond words, and although it is not our fault that they are suddenly thrown without employment in our midst, it will be our fault, if not our disgrace, if now that we know the facts, we do not, each and all, do everything in our power to help them tide over their difficulties, and get back to their homes in England.

LOCAL AND GENERAL.

LADY Curzon has completely recovered, and she returns to India with her children.

LIPTON'S tea and grocery stores at Glasgow have been destroyed by fire. The damage is estimated at £30,000.

LIEUT. Grant, of the 7th Gurkhas, is gazetted to receive the Victoria Cross for gallantry at the storming of Gyantse.

The King has conferred a Knight Commandership of the Victorian Order on his frequent host, Lord Burnham, the chief proprietor of the *Daily Telegraph*.

The wedding of the Crown Prince of Germany is fixed for the 24th of May, the eighty-sixth anniversary of the birth of his great grandmother, Queen Victoria. The Duchess Cecilia, the bride, will make her formal entry into Berlin on the 22nd.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Hongkong and Whampoa Dock Co. \$5,000 and \$10 each from E. Niedhardt, Noronha & Co., E. W. Rutter, Lütgens Einmann & Co., G. C. Moxon, Mutual Stores, Tata & Co., R. Marten, Hon. Mr. F. H. May, C.M.G., P. F. Talati, J. Witali, J. Wheeley and Carl Mittell.

The Rev. T. W. Wright, who arrived at Rangoon from Hongkong on the 29th November last, is seeking to develop the Seamen's mission at that port.

Sir William Nicholson, the British Military Attaché with the Japanese Army, arrived from Shanghai, on the P. and O. s.s. *Simla* this morning. He is homeward bound.

In Hongkong Football Challenge Shield competition the Naval Yard F.C. will play the Taikoo F.C. to-morrow on the Hongkong Club's ground. Kick off, 2.30 p.m.

MR. H. L. J. Gompertz having recovered from his temporary indisposition was enabled to take his seat in the first court at the magistracy this morning. Mr. J. H. Kemp still occupies the Bench in the second court, *vice* Mr. F. A. Hazeland, indisposed.

In the Ho Hing Fong armed robbery case, in which the accused bound up a number of women in a house at that place, robbed them and then decamped, the two defendants have been committed to take their trial at the next ensuing criminal sessions.

THE Madras corporation are making experiments in Dr. Moore's process of purifying water with sulphate of copper or bluestone. A number of stagnant temple and other tanks are being treated. The experiments are exciting a great deal of interest among local sanitary officers.

THE Japanese Telegraph Administration notify that telegrams for Port Arthur and Dalny will be accepted at sender's risk for transmission by military post from Nagasaki provided written in plain Japanese or English. The address of such telegrams should be supplemented with the words "post from Nagasaki."

A LONDON telegram received at Osaka on 3rd inst., says that the disturbances in Warsaw are continuing. The traffic on the Lublin railway has been stopped, and temporary entrenchments are being hurriedly constructed along the line. Lublin is the south-east government of Russian Poland, with a chief town of the same name.

A SOCIAL evening, of song and recitation, was held at the Wanchai Chapel (Wesleyan) as a welcome back to the Rev. C. Bone, chaplain to the forces, who returns from 18 months' furlough in the home country, to resume his duties which were performed during his absence, by the Rev. W. Bridie, who, with his family, left two weeks ago for England.

A TELEGRAM from Mukden says that energetic measures are being taken there to raise the exchange value of the Russian rouble. Bars of silver have been ordered from Hamburg, and "yamben," silver coins of the value of about 63s. each, are to be struck. Small silver coins have been put into circulation already; the Russo-Chinese Bank has had these coins made.

By kind permission of Col. Caulfield and officers, the Band of the 110th Mahratta Light Infantry will play the following selection at the Hongkong Hotel, to-morrow evening, (Saturday), the 11th inst.:

March: "Swiss" Schuler.
Overture: "Rosamunde" Schubert.
Overture: "Billie Taylor" Solomon.
Valse: "Oriental" Poppeler.
Intermezzo: "Thine" Poppeler.
Selection: "Cavalier's Rivalry" Mascagni.
Golf: "The King."

AN old sampan man, who claimed to be 74 years of age, and looked it, was charged before Mr. Gompertz this morning, with carrying excess passengers over the number permitted by his licence. It was his first offence, so he was let off with a fine of \$2, or four days' imprisonment, as an alternative. As the poor old fellow had not the money and was therefore about to "go in," a sympathetic bystander, from the Homeland, paid his fine, and sent him on his way rejoicing with the price of a full day's "chow" in his shrunken maw.

A CASE of gross cruelty to a child was brought up at the magistracy, before Mr. Kemp, in which a Chinese woman was charged with so severely beating her maid-servant, a child of fourteen years, as to necessitate her removal to hospital. There it was found that her poor little body was black and blue with bruises. It appeared that the rice was not cooked yesterday quite to the old baron's liking, hence the severe, even brutal, castigation. The child was too frightened to give proper evidence against her mistress, and the case was remanded for a few hours for the attendance of a solicitor, who, it was said, had been engaged in the case, for the defendant. When the case was called at 11 o'clock neither solicitor nor defendant appeared, and the defendant's bail of \$50 was estreated.

LAST night Mr. W. J. Scully was going in a ricksha from the Hongkong Hotel to his house in Morrison Hill Road, when he noticed two burly Chinese coolies running after the vehicle. Having overtaken him the men waited in front, and as it is understood, in some way caused the ricksha coolie to stumble and fall so that Mr. Scully was thrown out on top of him by the sudden impact. One of the men threw pepper in Mr. Scully's eyes, while the other seized him and apparently tried to shove him under the ricksha. He, however, got free and as he had got most of the pepper out of his eyes by that time, gave chase to the coolies, who bolted on finding their plans frustrated. They were caught near No. 2 Police Station, arrested, charged, and locked up for the night. Mr. Scully's eyes were badly inflamed when he appeared at the Station to lay the charges of assault and attempted robbery against the men. The case was called on to-day before Mr. Kemp, when, after formal evidence of the arrest had been given, the case was remanded.

DESERVING DESTITUTE SEAMEN.

The following have become Guarantors of the Benevolent Society's Guarantee Fund for the relief of deserving destitute seamen:—His Excellency the Governor guarantees 5, Mr. H. W. Looker guarantees 1, Mr. H. J. Gedge guarantees 1, Hon. Mr. F. H. May guarantees 1, Hon. Mr. G. Stewart guarantees 1, Mr. Findlay Smith guarantees 2, Mr. N. A. Siebs guarantees 1, and "A former destitute" guarantees 1.

NAVAL NOTES.

The U. S. cruiser *Cincinnati* has been ordered to return from Chefoo to Manila, while the monitor *Albatross* was cabled for to leave Anoy for the Philippines.

The French protected cruiser *Guichen*, now at Saigon, becomes the flagship of Rear-Admiral de Fauque (de Jonquière), Second in Command of the French fleet on the Asiatic Station, in place of the *Chateaufort*, about to proceed home.

SHIPPING JETSAM.

The s.s. *Abdal* arrived this morning from Durban direct, and is expected to sail in a few days for Chinwantao for a further batch of coolies for South Africa.

It is rumoured that two Chinese owned steam launches have been in collision off Buckminster Island which resulted in the sinking of one launch with the loss of several lives. Buckminster Island is about 50 miles above Wuhu.

On the same night, and shortly after the above occurrence, somewhat further up the river, also in a dense fog, the s.s. *Rong Min*, proceeding to Hongkong, sank. No loss of life has been reported, and it is anticipated the sunken vessel will be easily raised.

The cargo contracted to be shipped on the *Minnesota's* maiden trip to the Orient included: 14,000 barrels of raw cotton, 21,000 barrels of piece goods, 23,000 cases of canned goods, 1,000 cases of cigarettes, and 600 tons of flour. This makes a total of 22,000 tons.

A SUNKEN DERELICT.

Capt. Martin, of the s.s. *Japan*, from London reports that at 0.44 p.m. on the 8th inst., in Latitude 15° 19' 30" N. Longitude 112° 38' 15" E., he passed a spar or mast, covered with barnacles, projecting about four feet above the surface of the water and apparently attached to a sunken derelict. Notice of this has been sent to Lloyd's agent.

The West River s.s. *Chau Wai*, of the Wuchow line, stranded on Tuesday night, off the village of Yuet Sing, in the West River, on her way to Wuchow. The s.s. *Samut* (of the Joint River Steamboat Co.) removed the passengers of the *Chau Wai*, and stood by the former vessel all night, the *Chau Wai* being refloated, as it is understood during the following day. The cause of her stranding is attributed to the dense fog prevailing at the time.

SUING THE P. AND O.

AN AMUSING CASE.

At the Guildhall, London, on December 29th, before Alderman Simmons, the P. and O. Company was summoned under the Merchant Shipping Act, by John Sullivan, an able seaman who made a claim for wages and compensation for breach of contract. The complainant said he signed articles at Tilbury on October 11th for a voyage in the *Expyrt* to Bombay, at £4 5s. a month. He had worked for the Company before, had excellent discharges, and was a naval reservist. He at once began his duties, and continued at them until October 21st without complaint being made. At three on the morning of October 21st the fifth officer came to his bunk and told him to get up. No reason was given, and as he resented this treatment, he was somewhat roughly handled, and, with the aid of the first officer, was dragged out and told to leave the ship. He had not a penny of his wages. He claimed for wages from the time he was engaged till the ship was paid off—£9 14s. 8d.; maintenance for nine weeks on shore £7 17s. 6d., and £10 for damages. In cross-examination Sullivan denied that when called to assist in making ready for sea he refused. He admitted that he threatened violence, and was prepared to strike his officer in self-defence. When his complaint was being investigated at the shipping office he refused to remove his hat, because the first officer kept his on. Mr. Batten (for the P. and O.): But he was in his Naval uniform—blue jacket, brass buttons, and cap to match? The Plaintiff: I don't know. I thought it was the P. and O. uniform. (Laughter.) Mr. Batten: (Iscems you have been the unfortunate victim of everybody with whom you came in contact?—Sullivan: Seems so, in this case. In answer to further questions, the plaintiff said when he was pulled out of his bunk he was very indignant. Mr. Batten: What was the nature of your complaint?—Sullivan: I wasn't well. (Laughter.) Mr. Batten: Did you take any medicine?—Sullivan: Yes; I had some pills. (Renewed laughter.) Mr. Batten, in his statement for the defence, said Sullivan was violent, abusive, and refused to obey orders. In fact he was a deserter. When told he must either "turn to" or leave the ship, he replied: "Then I'll leave the ship; that's just what I want." Officers of the ship having given evidence, the Alderman dismissed the summons.

New Year's greetings were flashed around the world from the United States Naval Observatory at Washington. The message was first transmitted from San Francisco, thence to Hawaii, the Wake Islands, the Philippines, Hongkong, Singapore, Madras, Bombay, Aden, Port Said, Gibraltar, Plymouth, Nova Scotia and back to Washington, thus travelling twenty-five thousand miles.

THE MIDWAY ISLANDS.

PREDICTION OF A NAVY OFFICER.

Very few people have any conception of the important part which the Midway Islands are playing in the great task which the United States has shouldered to advance the interests of the Philippines and incidentally to carry out its policy of expansion in the Orient as a result of the Spanish-American War. With the opening of the Pacific cable, which has brought Manila within a few minutes of Washington, interest in this little group of coral, which pokes its nose out of the brine to the North and West of the Hawaiian Islands, has greatly increased. Had it not been for the Midway Isles the engineering features of the Pacific cable would have been entirely different, and negotiations for a cable station on the Pacific possession of some other Government would have been necessary.

With the era of expansion which has swept the United States into the company of the "world powers," the official words of Captain William Reynolds of the Navy, who, under orders from the Government, took possession of the Midway Islands in 1867, seems prophetic.

"It is exceedingly gratifying to me," Captain Reynolds reported, after he had planted the American flag on the Midways, "to have been thus concerned in taking possession of the United States beyond our own shores, and I sincerely hope that this instance will be by no means the last of our insular annexations."

The value to the Government which this first colonial possession has now become can readily be realized when it is said that without the Midway as a landing place for the Pacific cable its long stretch from Honolulu to Guam could not be broken, and instead of being able to send twenty words a minute, the speed would be reduced to six words, and the service made proportionately less satisfactory.

What benefit this isolated cable station in the centre of the Pacific may prove from a strategic point of view may be demonstrated some day by timely orders to a fleet of battle-ships. That the station is considered valuable from this point of view and many others is shown by the determination of the Navy Department to fortify the islands in the future for the protection of the cable station. The islands also afford a snug harbour, and in an emergency might be used as a base of naval operations.

Since their discovery in 1859 by Captain N. C. Brooks, an American sailing from Honolulu on a sealing voyage under the Hawaiian flag, and their rediscovery and possession in the name of the United States in 1867, as related above, the Midway Islands have been more or less neglected by this government, but never to the extent of being allowed to pass into the hands of any other government, although Japan has on several occasions made inquiry of the Hawaiian monarchy regarding their title, with propositions to annex or lease them. They were used for a time, thirty years ago, by the Pacific Mail Steamship Company to the extent of storing there a huge pile of coal. The company left a single man in charge of the coal. After a year's lonesome sojourn on the islands this individual got tired of the albatross as his only companions, and abandoned the coal for a passing craft. Later, when coal was high in San Francisco, an enterprising Norwegian, who knew of the unguarded coal pile, set sail in a bark and secured a full cargo, which he sold to advantage in San Francisco. The steamship company afterward learned of the theft, and brought suit and secured damages.

It is to Rear Admiral R. B. Bradford that credit is due for discovering the utility of the Midway Islands as a cable station, and to his representations that the two tiny specks on the map of the Pacific were transferred from the jurisdiction of the Interior Department to a possession of the navy of the United States. The Pacific Cable Company secured the right to break its long stretch of cable and land on one of this island sufficiently to protect the cable station, and hereafter there will never be a question as to who is the rightful owner.

The islands are both of coral formation. One of them, Sand Island, contains 850 acres, while the other, Eastern Island, has 328 acres. A quantity of rich soil is to be carried to the islands in order that the forces who will have to take their turn in manning the guns of the fortifications may have some occupation to divert their attention from sea and rock.

Naval officers who have visited the islands say that the Midway harbour constitutes the finest fishing ground in the Pacific. The coral formation encloses a lagoon of depth enough for anchorage, but more shallow than the surrounding waters, and makes an attractive feeding ground for fish, seal and turtle. The fish belong to the mullet, perch and mackerel families. Many of them of brilliant colours seem to belong to the dolphin family. The fish attack the birds, and the islands are covered with plumed tenants. Some years ago a small band of Japanese were left on the island for the purpose of gathering birds' feathers. There presence was made known to the navy, and they were ordered to depart.

Under the new order of things the islands will be made to bloom with fruit trees, vegetables will be raised, and, with the ideal climate, the sheltered bay, the splendid fishing and the direct connection with the world by cable, the cable operators and forces who man the guns will have an assignment which will doubtless become the envy of the service.

What the improvement is in the cable service between the United States and the Philippines may be seen by a comparison of the old route and cost of a message from Manila to Washington. The tolls are greatly reduced. By the old route a message, leaving Manila for Washington goes first to Hongkong, China; to Labuan, Borneo; to Singapore, Malay Peninsula; to Penang, to Madras, to Bombay, to Aden, Arabia; to Suez, to Port Said, to Alexandria, Egypt; to Malta, to Morocco, to Penzance, to Valencia, on the Irish coast; to Nova Scotia, to Canada, to New York. The total distance by this route is 14,000 miles. By the new cable the distance is only 8,000 miles. The cable tolls paid by the government alone for one year in its communications with the Philippines amounted to \$300,000. Under the new rate at least two-thirds of this amount will be saved. *Manila Call News.*

TELEGRAM.

CONTRABAND OF WAR.

AN AMENDED ORDER.

Writing under to-day's date, Mr. M. Nomu Consul for Japan, states that he has received an official telegram from Baron Komura to the effect that the Order of the Japanese Naval Department regarding the articles of contraband of war, which was promulgated on the 10th February, 1904, has been amended to the effect that in article 2 of the said order the words "clothing and its material" will be added after the word "liquor," and that the words "and other kinds of fuel" will be added after the word "coal."

[Article 2 now reads as follows:—The following articles shall be treated as contraband of war only in case they are destined for the enemy's Army or Navy, or being consigned to the country of the enemy can be considered as intended for use of the enemy's Army or Navy:—

Provisions, liquors, clothing and its material, horses, horse equipment, timber, currency, gold and silver bullion, fodder, waggons, (harry) coal and other kinds of fuel, [and the material for the construction of telegraph and telephone lines and railways.—Ed., H.K.T.]

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE DANGER OF THE CHEAP LAMP.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The importance of supervision over the houses which have been and are now in course of construction in Hongkong has been generally recognised. It is a well known fact that this is the season *par excellence* for fires. It cannot be wondered at that unscrupulous Chinese have ideas that may not appeal to the foreigner. In Britain it is true there are people who would sell their mess of pottage for actual money. The truth is that in business matters the Chinese and British are very much alike. At term time many shopkeepers have what they are pleased to describe as "fires." At home, of course, it is seldom that lamps are used in stores because gas and electricity are so universal and the penny-in-the-slot machine is so generally used in the poorer districts that this source of danger—the cheap lamp—is nearly eradicated. In Hongkong, on the contrary, while gas and electricity are gaining new adherents every day, the cheap lamp still reigns supreme. And the query is: Why does the cheap lamp occupy the position it does even in big households? The answer, of course, is that it is cheap—consequently bad and always dangerous. Nearly everybody has discovered and at times felt quite "shivery" at the thought of going to sleep, say, without turning his lamp out. To put it briefly, the points against the cheap lamp are: firstly, it is improvident. Secondly, an Aladdin is required to manipulate it. Thirdly, the light rendered by these cheap lamps is so bad that home becomes homeless. Fourthly, the question of the flash point—what does that signify to people here? Is there a standard flash point? If there is, it is high enough for Hongkong with its teeming population? All these points are matters which have exercised the minds of many people, including for a good many years the governing powers of the West.

The unfortunate part of the question is that no legislative action is likely to be taken. If some Government building falls a victim to the aforesaid cheap lamp. It has been said that no reform has been accomplished until some high dignitary has become a victim, but that is by the way. The fact remains that the selling of cheap lamps should exercise the attention of all, especially property owners.

Made of cheap tin, soldered with cheap solder, fitted with a screw that is generally "impossible"—although it might have worked properly on its trial trip—all this death-dealing machine hang on a tin tack on a plaster wall, or perhaps a bamboo but wall with a matting for cover, next to property worth, it may be, half a million dollars, is it to be wondered at that danger threatens? The great point should be noted that those who sell cheap lamps would probably be the first to welcome their removal. Those who know what they are about go in for the better sort of lamp, if a lamp they must have; but cheapness is apt to blind the thoughtless.

An important point we have missed on this subject is the intolerable smell emitted by these lamps, doubtless from the cheap oil combined with bad burners. But the whole question is mostly of consideration and we would ask those who peruse this letter to read, mark and learn.—I am, etc.,

TIMID.

P.S.—It should be borne in mind that I am no trader trying to get his goods off his hands, but a private individual, probably thinking only of himself.

Hongkong, 10th February, 1905.

SHIPPING AND MAILS.

MAILS DUE.

English (Bengal) 11th inst.
German (*Prins Seigmund*) 13th inst.
Indian (*Lalsing*) 14th inst.
German (*Zieten*) 14th inst.
Canadian (*Empress of Japan*) 15th inst.
German (*Princess Alice*) 16th inst.
American (*Manchuria*) 25th inst.

The C. P. R. Co.'s s.s. *Athenian* left Vancouver a.m. on 8th inst. for Hongkong via the usual ports of call.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 12.00 p.m. on 8th inst., and left again at 10 p.m. same day, via Nagasaki for Shanghai where she is due to arrive at 4 a.m. on 12th inst.

TELEGRAM.

[Reuter's.]

Academic Anarchy
to be suppressed.

LONDON, 8th February.

Reuter's St. Petersburg correspondent wires that Father Gapon is now known to be in Switzerland.

General Trepoff has summoned the Curator of the Education Department, and informed him that he is determined to put down academic anarchy, and that all students and scholars refusing to return to their studies tranquilly will be summarily expelled. If the professors sympathize with the students, education in St. Petersburg will cease.

Later.

The War.

General Gripenberg and staff have arrived at Irkutsk en route to St. Petersburg. Current reports state that the General is going to St. Petersburg for the purpose of accusing General Kuropatkin of leaving him in the lurch, and of general inertia.

THE HOUSING PROBLEM.

The house problem as it touches many of our readers is not a whit less difficult to solve than it is in the case of the London poor, observes the *Singapore Free Press*. The European in Singapore on a salary is extremely awkwardly placed. If he wants to live in a decent neighbourhood he has to go far afield, because all the eligible sites—to use an auctioneer's phrase—are snapped up by Chinese, if near town, or if not all snapped up, are in unpleasant proximity to houses occupied by Asiatics. Now there is not, per se, any particular objection to Asiatics as neighbours. Many of the better-class Chinese are excellent neighbours and keep their compounds and houses in a state of cleanliness and order that excite the admiration of all. But many of our Asiatic friends may be out of the goodness of their hearts, a desire to help the poor, and an inability to say no to their countrymen who plead to be allowed to live in their little hut near, or perchance to a small rental, are in the habit of extending hospitality to others not so careful as themselves of the proprieties that make close residence possible. And in any case they generally have a large household producing the same effect. The general result is that residences suitable for Europeans living on a salary, near town, are practically unobtainable. The proportion of rental to income in England seldom rises above ten per cent. What \$300 a month can get a house, suitable to live in, for \$50 a month? Indeed very few houses are obtainable at all, suitable for Europeans, at that figure. When to the rent is added the cost of the smallest possible retinue of loafers dignified by the name of servants, and the extortions of the "cook," the problem of living is rendered still more difficult of solution. Some years ago the idea was started of semi-detached or terrace houses. But the neighbourhood chosen was soon so crowded in, and so little discrimination was used in regard to the class of tenants accepted, that they became "impossible" for Europeans. Then again we had the idea of a building society at Tanjong Katong, in which each subscriber lived in his own little compound and in his own house. It never reached fruition, because of the distance of the estate from town and the difficulty of securing the class of people who could be relied on to take up, and pay up, to the end of the story. There seems to be in all these schemes the difficulty of finding good enough sites in convenient access to town. The factor of distance is too great. There remains another way, though, exploited by the hotels, and remaining open to the speculative owner, and that is by getting air and light from above. An example of this on a moderate scale is to be found in the new steel-frame building erected for Messrs. Stephen Paul & Co., at the corner of Hill-st and Stamford-rd. That is a splendidly built edifice, the lower part of which is devoted to retail business, the first floor would form an ideal restaurant, tiffin club, and supper rooms, and the second floor is very suitable for flats. We understand that several suites have been let to bachelors, who will make their own arrangements as to catering. This is rather an example than a model of what could be done. A good site, a new building suitably arranged in flats, with a restaurant attached to it—or even without one—and care in letting should ensure a remunerative investment from upon any sum spent in construction. There is rather an advantage in having flats above the ground floor, the sweeter air and freedom from dust being compensation for the climb upstairs, which said climb will soon be a thing of the past with the era of electric power and lifts. The great advantage of living in a flat is that it reduces the expense of servants. We do not believe that half the people who keep a large number of servants want them, or derive any benefit from them. There are lots of people who would rather dispense with personal service in the case of many boys. At all events, living in a flat is simpler than engaging a house with a garden and carriage and the hundred and one expenses constantly to be met. The absence of that domestic tyrant the cook, would be nothing less than a vast relief to most people. A flat can never be as attractive as a pleasant house in a verdant garden. But it can be made more comfortable and private than an hotel, and much cheaper than a mess—when you consider the loss caused by the frequent making-up of a mess and its breaking-up. It seems to us that the provision of good flats to be let to Europeans, in a decent position not far from town, is a solution of the housing difficulty for many of the juniors here, married and single. And if let at rents equal to those charged for small houses would prove a very handsome investment.

NAVAL BOXING COMPETITIONS

AT KOWLOON.

Those who crossed the Ferry last evening and made their way to the Kowloon Docks had the consolation of seeing something worth the cold journey. The building, which was kindly lent for the purpose of the Naval Boxing competition, is a fine, spacious upper storey and capable of holding several hundred people. A ring was put up nearly in the centre of the floor on a platform, sufficiently elevated so that even with a crowded house, everyone could get a good view of the performers. Commander T. L. Shelford R.N., of the *Glory*, with his well known sporting proclivities, was well to the front, and acted as referee and M.C., and also assisted the time-keeper, by calling time. Mr. Logan, the local enthusiast, in conjunction with Lieut. Hallett, R.N., of H.M.S. *Albion*, made able judges, while engineer officer Bodwell, R.N., held the watch. The business started shortly after 7 p.m., and that only business was meant, was shown by the way the men got together in the persons of two bantams—J. Adams, str., *Glory*, v. J. Pucksmith, A.B., of *Tanar*. In the first round both men fairly leapt into a rapid fight, which waxed hot and strong the whole time. Pucksmith led continually, but did not always get away as Adams proved game and countered prettily. Pucksmith sparred on the second round, and although Adams led he would not be drawn, until seeing an opportunity he landed on the point with the result that Adams made earth and was counted out—No. 2 bout was in the feather-weight division—W. Gill, str., *Glory*, v. A. Walker, A.B., *Sutlej*. Nothing of much interest happened during this bout and Walker got the decision. The third bout was in the light-weight competition, when M. Parkin A.B., *Albion*, fought J. O'Shea, str., *Ocean*. 1st round. Both men went well, O'Shea being rather the cleverer of the two and put in several straight lefts in response to some rather wide swings from Parkin. On the second meeting the men, fit and strong, fought well, O'Shea going to his adversary hammer and tongs, but was disqualified for striking with open gloves. Thereupon Parkin was awarded the fight, thought it was the general opinion that the referee was perhaps a little to quick with his decision, as he might with fairness have first warned O'Shea. The fourth bout was also between light-weights, and proved an interesting and clever fight. The men were R. J. Clark, gymnastic instructor, *Glory*, and H. Jordan, A.B., *Ocean*. Clarke showed decided ability, in the opening encounter when both looked in fine condition. Although slightly outclassed from the first Jordan gave him a good run for the mastery, and in the second round bucked up considerably making things level for his adversary, who made some clever slips to escape right hand swings. Round 3 showed Jordan blowing and Clarke getting favours. These he held and eventually secured the bout. A lively three rounds by the bantams, Whitehouse, boy, *Glory* and F. Wilkes, Ord. *Glory*, then followed. In the first encounter Whitehouse went right into his man, but was steadied by a left on the head and right on the ribs. He then settled down to business and fought straight armed with occasional vicious swings. Wilkes replied smartly and both were going strong on the call of time. Upon rising Wilkes made the fighting. Whitehouse slipped and fell but quickly recovering rushed in swinging wildly. Both men finished the round game. In the last meeting they got smartly to work, but it was easy to see that Whitehouse was getting winded. Wilkes, after trying twice to land on the point, finally succeeded with a straight on the jaw to which Whitehouse went down and was counted out. Both men showed splendid form and fought a most plucky and quick contest. A. Eglington, A.B., *Glory*, v. W. Bleksley, A.B., *Ocean*, in a feather-weight competition was the next match, and although in the first round Eglington opened out with a rather wild exhibition of swinging he soon settled to business and both men fought warily. Nevertheless it was quick, and towards the end of the round, some very clever deliveries and counters were marked to both fighters. The pace was maintained in the second round when both men fought themselves to a blowing state, and there was not a spare second for rest or spar. The call of time saved them from falling. The third meeting was a repetition of the second, and the audience became somewhat excited. The judges eventually decided for Eglington who was announced the winner. The referee appealed to the spectators to keep silent during the rounds.—S. Beales, Idg. sea, *Albion*, beat W. Huckle, A.B., *Ocean*, in a rather tame go. Although several hard knocks were given and received, there was nothing of much interest in the encounter.—The eighth bout between the bantams, J. Ross, A.B., *Africa* and G. McDonald, ord. *Albion*, resulted in a win for the latter. It was a good fight throughout. In the second round, McDonald stopped and retired to his second to have his glove re-tied. Ross failed to take advantage to follow him. The referee sent both men to their corners, but did not allow their seconds in the ring. The time being taken, and the gloves adjusted satisfactorily, time was announced and the second round continued. During this bout, Ross greatly amused the company by continually throwing up his hands in breaking away. The order to break away was frequently given during the evening. The referee would not allow short arm fighting and sometimes ordered the men to break before they clinched. Item No. 9, which might be termed the star bout of the evening, was the fight between the light-weights, F. Cursen, P.O., 2, *Glory*, and B. Lovatt, A.B., *Sutlej*. On opening Lovatt led, and shortly got home with a right smash in the head and a straight job on the diaphragm. This, however, did not have the desired result as the blow lacked strength, and when Cursen recovered he went hard at his man with a clever left swing and right arm half hook. The exchanges were rapid and the

judges had a busy time to record points. Lovatt was slightly the better at the end of the round, and looked like keeping the lead when they again met, although both men worked hard and watched for an opportunity to give the knock-out blow. They had several narrow escapes, but each failed to find the exact vital spot. In the 3rd round, Cursen bucked up and piled points by continually landing with his left. His opponent seemed to weaken, but kept on going to the end. The first judge was for Cursen, and the other gave a draw. The ref. decided that Cursen won. This bout was refereed by Mr. T. L. Cross chosen from the audience, as Cursen had previously won Commander Shelford's Cup the donor having stated he would prefer another person refereeing. It was perhaps a right decision that Cursen won, but a draw might with advantage have been given to keep both men in for the semi-final, as they were decidedly the cleverest light weights, and the only man who might be considered dangerous to either would be Clark, of the *Glory*, who also looks like going all the way.—No. 10 bout was a, byebout by Wade, *Hogus*, v. J. Holland. Both men evidently knew all the rules of the game and gave a very smart and amusing exhibition of light fisticuffs.—No. 11 bout saw J. Liddle, A.B., *Glory*, transferred from light to feather weight to meet W. Blake, A.B., *Africa*. Liddle no doubt entered as a light weight but weighed in as a feather. This was a good show and each man had evidently paid attention to his trainer and went all the way without fatigue. Liddle gained the decision after a hard fought battle. Next was announced a bye—R. Francis, A.B., *Albion*, v. H. Clarke. This developed into an exhibition leaving Francis in the running for further contest.—The last bout of the evening was not finished owing to the light giving out; but two clever rounds were gone through in which F. Parker, Idg. sea, of *Ocean*, had decided by the 1st of D. Cameron, A.B., *Albion*. This was also in the feather weights and it was decided to finish the bout to-night. It was a most enjoyable entertainment of true sport as the sailors have not only the prizes to consider but each man does his best for the honor of his ship. The competitions are to be continued to-night.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 9th Feb.

CHINESE NEW YEAR.

The Chinese New Year has been wet and disagreeable. With the New Year came the coldest snap of the season. The thermometer has been as low as 37. Ice has formed on water and sleet has fallen. The Chinese have suffered from the cold. The unusually warm weather just before the cold snap left the Chinese unprepared for the extreme cold. Several beggars have died on the streets.

Notwithstanding the cold the Chinese have succeeded in making merry. The noise in the streets was quite equal to former years. Chair passed along with officials and rich men in furs making their New Year's calls.

Just on the eve of the New Year a rumour was circulated that the Viceroy had finally succeeded in restoring peace in Kwangsi. The officials were quite diligent in confirming the report. How much truth there is in it time will tell. The belief here seems to be that for some reason Kwangsi is comparatively quiet just now. The Viceroy still has his headquarters in Wuchow and the Consuls find it difficult to get any business attended to.

THE UNITED STATES CONSUL.

Mr. Lay has been in Canton for some days, but will not take over the duties of the Consulate until next week. Mr. Cheshire will remain some weeks to give what assistance is necessary until Mr. Lay gets the run of things. Consul Cheshire has won golden opinions from the community and all are sorry to have him leave Canton. However, there is some compensation inasmuch as one good man is succeeded by another good man. Mr. Lay has had many years of experience in consular work and comes highly recommended.

KEROSENE OIL RECOVERED.

More than a year ago over two hundred cases of kerosene were captured by river pirates. Most of this oil belonged to the Standard Oil Co. The matter has been before the U. S. Consul for a long time. We hear that through the energetic efforts of Consul Cheshire a large portion of the oil has been recovered and several of the robbers captured. This will bring to an end a long standing case.

CANTON LEPER RELIEF FUND.

Dr. Andrew Beattie requests us to acknowledge the following contribution to the above fund:—Mr. and Mrs. Geo. Williams, Canton, \$50.

AMONGST the papers of the late Mr. J. H. Cox were discovered a number of old records of the original Victoria Regatta Club. From these an article has been compiled, and under the heading of "Dim Distant Days" is the feature of the February number of the V.R.C. magazine. The record takes one back nearly fifty-six years when the Club was formed and traces its history down to 1867 when, during a two days' regatta, a substantial refreshment bill was run up, the items including five cases of champagne, six cases of six dozen sherry, and a few 'sundries' such as 39 bottles of brandies, 92 bottles of claret, 3 of gin, 2 of rum, 360 of pale ale, 104 of porter and so on. From other articles in the magazine we learn that Mr. T. C. Gray has joined the editorial staff and that Mr. Frank Lammert, has been appointed hon. secretary of the Club. The record of sport is kept up to date and the little journal gives promise of making headway. It should be borne in mind that non-members of the Club can obtain copies at Messrs. Brewer & Co. at 2 cents a copy, or \$5 per annum.

HUMPHREYS' ESTATE AND FINANCE CO., LTD.

MEETING OF SHAREHOLDERS.

The nineteenth ordinary annual meeting of shareholders in the above Company was held at the Company's registered offices, Alexandra Buildings, at noon. Mr. Henry Humphreys presided, and there were present Messrs. J. A. Jupp, H. W. Slade, Ho Tung, J. S. van Buren, A. G. Wood, J. Scott Harston, E. Georg, A. A. da Rosa, Ho Fook, J. W. C. Bonnar, E. H. Hinds, W. H. Gaskell, L. S. Lewis, J. Summers, and J. L. Cotter (Secretary).

The notice convening the meeting having been read,

The Chairman said:—Gentlemen: The report and statement of accounts have been in your hands for some days, so, with your permission, I will take them as read. The result of the year's working may, I think, be regarded as satisfactory. From very humble beginnings this company has gradually worked its way into a strong and sound position and one that compares favourably with any other undertaking of a like nature in the Colony. If we had greater banking facilities, we could produce better results. Your general managers and directors trust before long to be able to make arrangements to place the company on a better footing in this respect. There is not much in the accounts that calls for explanation. You will note that amongst the liabilities, insurance reserve fund has been increased by \$3,386.93; an amount which represents the risks underwritten by the company itself during the past year. Turning to profit and loss account the only item that calls for comment is exchange \$7,152.50 which figures on the credit side of the account. This has been brought about by paying off a mortgage of \$10,000 on one of our properties at Kowloon and represents actual realised profit. I have nothing further to add, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions, the Chairman moved the adoption of the report and accounts.

Mr. E. Georg seconded, and in doing so said he must congratulate the general managers and shareholders on the excellent showing of the year, and he trusted that the year now commenced would show an equally good report (Hear, hear).

The resolution was unanimously carried.

The Chairman proposed, and Mr. Ho Fook seconded, the re-election of the retiring directors:—Messrs. J. S. Van Buren, J. Scott Harston, H. W. Slade, A. G. Wood, and Ho Tung—and this was agreed to.

Mr. Jupp proposed the re-election of the auditors, Messrs. W. H. Gaskell and W. Hutton Potts.

Mr. J. W. C. Bonnar seconded, and the motion was adopted.

This was all the business, the Chairman announcing that dividend warrants were now ready.

DEATH OF MR. SNEHLAGE.

We take the following from the *Shanghai Mercury* of the 3rd inst.

It is with profound regret that we have to record to-day the death of Mr. H. Snehlag, which sad event occurred at Berlin yesterday. The deceased gentleman, together with his wife, left Shanghai on the 17th December by the *Prinz Eitel Friedrich* in order to proceed to Berlin for the purpose of undergoing an operation. Mr. Snehlag, who was from Southern Germany, came out to Japan, early in the seventies, remaining there for about eight years. On his arrival at Shanghai he started, on his own account, as a broker dealing specially in land. On the formation of the Shanghai Land Investment Co., in which he took a prominent part, he joined the firm of Gibb, Livingston & Co.

When Mr. Snehlag left the latter's employ he founded the firm of Snehlag & Co., in Shanghai, and soon added a branch at Tsintau. During the last few years he has been deeply interested in the lumber business, the firm of Snehlag & Co. being the General Managers of the China Import and Export Lumber Co., Ltd., which practically rules the lumber market in Shanghai.

Mr. Snehlag quite recently admitted Mr. C. L. Seitz into partnership, so the onerous responsibilities of the large business will be carried on by one who has had the benefit of Mr. Snehlag's experience. We are sure that all who had the pleasure of knowing Mr. Snehlag will join with us in an expression of sympathy with his widow, especially as she has no children to mourn with her in her sad loss.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 10th at 11.45 a.m. The barometer has fallen in the north of China but has risen at all other stations. The anticyclone over the interior of China continues but appears to have moved somewhat to the southward.

Gradients are still steep on the south and east coast but are rather easier to the northward. Strong NE monsoon may be expected in the interior of China continues but appears to have moved somewhat to the southward.

Forecast:—Fresh N to NE winds, overcast, hazy, generally fair.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks... ..\$720 b.
Canton Insurances... ..360
Hongkong Fires... ..340
China Fires... ..93 sa.
Indo-Chinas... ..125 b.
H. C. & M. Steamboats... ..26 b.
China Sugars... ..227
H.K. & Whampoa Docks... ..210 b.
Famhams... ..150 b.
Hongkong Wharfs (old)... ..135 b.
do (new)... ..132 b.
Hongkong Lands... ..134 sa. and s.
Hongkong Hotels... ..141 sa. and s.
Green Island Cements... ..28 1/2 sa. and b.

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 2nd February:—

Last month's settlement passed through with difficulty as large differences had to be met on a tight money market which, with the near approach of Chinese New Year, threatened to lead to serious complications in some quarters. During the week there has been little done and the market although steady at former rates in tone is really quiet. Exchange has fallen to 2/8 1/2 for demand. For 3 days' paper from Hongkong 70 1/2 is quoted. Consols £88 13/16.

Wharves.—Shanghai and Hongkong Wharf shares 'New' have been purchased at Tls. 133 cash. For March Tls. 155, Tls. 158, Tls. 160 and Tls. 161 plus 'new issue' at par have been booked. Shares are wanted.

Shipping.—Indo-Chinas have been negotiated at Tls. 88 1/2 for cash and at Tls. 91 1/2, Tls. 92 and Tls. 93 for March. Shell Transports are offering at £1 2 6. Tug and Lighters 'ord.' have been sold at Tls. 50.

Docks.—Famham Boys had attention for cash and last month's settlement at Tls. 151, 152, Tls. 155, 152 1/2 and Tls. 155. For March Tls. 156, Tls. 158 and Tls. 158 1/2 are quoted. To-day sales have been made at Tls. 157, 155, April at Tls. 161 and Tls. 160.

Lands.—Shanghai Land Investment Co.'s accounts for 1904, after deducting 6 per cent for interim dividend paid in July, shows a credit of Tls. 331,734.95, which is appropriated by paying a final dividend of 6 per cent and a bonus of Tls. 2, making in all 16 per cent for the year; by transferring 'Reserve' the interest on undeveloped estates amounting to Tls. 28,813.05; by adding Tls. 2,855.24 to the Reserve for equalization of dividends, swelling that total to Tls. 170,000, and carrying forward the balance Tls. 40,066.66. Shares have been dealt in at Tls. 115 and Tls. 114 1/2.

Cottons.—A small lot of Ewos was sold at Tls. 23. No further business quoted.

Sugars.—Peraks have been booked at Tls. 54 and at this figure there are sellers. Chinas are steady at \$220.

Mining.—Wei-Lai-Wei Golds have had attention at \$6. Engineering and Mining shares have been bought and sent up North at Tls. 7 1/2. Raubs are wanted.

Tobaccos.—Sumatras have changed hands at Tls. 67. The accounts to 31st October, 1904, of the Maatschappij in Langkat Co. show a surplus in the working account of Tls. 1,227,202.75. Tls. 875,000 have been paid away in dividends, say Tls. 35 per share, or 48 per cent on the capital. Tls. 193,540.55 is placed to reserve in accordance with the statutes. Tls. 150,000 is written off shipping properties (Tls. 30,000). Land, timber and mining concessions (Tls. 10,000) part cost of prospecting, etc. (Tls. 110,000). The reserve fund now stands at Tls. 526,210.38 which leaves only Tls. 19,289.62 to be added to conform to the Dutch laws. Shares have been placed at Tls. 270 and Tls. 277 1/2 for cash and January settlement. March shares have been sold at Tls. 281 1/2, 280, Tls. 282 1/2, April at Tls. 290.

To-day's
Advertisements.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

THE SMOKING CONCERT arranged to be given in the Rooms of the Institution, TOMORROW (Saturday) night, is postponed till FRIDAY NEXT, the 17th instant.

Hongkong, 10th February, 1905. [232]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 13th day of February, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Hau Fung Lane, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality.	Boundary Measurements.	Containing in Square Feet.	Annual Rent.	Unset Price.
Lot No. 1231	Hau Fung Lane	ft. ft. ft. ft. ft. ft.	2,961	3	888

Hongkong, 10th February, 1905. [233]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above, on FRIDAY, the 17th instant, at 4 P.M. This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th February, 1905. [236]

NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE. The Steamship

"ARRATOON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby requested to take delivery of their Goods from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 10th February, 1905. [235]

To-day's
Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, FEBRUARY 11TH, 1905.

HORS D'ŒUVRES.

Canapes a la Diana.

SOUP.

Potage Creme de Celeri.

FISH.

Broiled Fish and Bearnaise Sauce.

ENTREES.

Venison Steak and Chensut Purie.

Braised Fillet of Beef a la Jardiniere.

Patties a la Toulouse.

CURRY.

Malabar.

HOT JOINTS, &c.

Roast Ribs of Beef.

Roast Turkey and Sausage.

Boiled Corned Leg of Pork.

COLD ENTREES.

Cold Roast Mutton, Mint Sauce and Endive Salad.

SWEETS.

Semolina Pudding.

Plum Pudding and Brandy Sauce.

Marschchino Jelly.

TopsyCake.

DESSERT.

Coffee. Fruits. [234]

NOTICE.

GREAT NORTHERN STEAMSHIP COMPANY.

NIPPON YUSEN KAISHA.

THE NIPPON YUSEN KAISHA begs to notify that it has ACCEPTED the AGENCY of the GREAT NORTHERN STEAMSHIP COMPANY in JAPAN and CHINA, and that the "MINNESOTA," the first steamer of the new line, is scheduled to arrive in Yokohama on the 7th February, 1905, and to leave that port on the 14th idem for KOBE, NAGASAKI, SHANGHAI, MANILA and HONGKONG.

Hongkong, 8th February, 1905. [232]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Oriental*. Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 10th February, 1905. [2]

Intimation.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD. AND CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	25th February.
GLASGOW and LIVERPOOL	"OOPACK"	27th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	6th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGSE"	13th February.
MANILA	"TAMING"	14th "
SHANGHAI	"TAIWAN"	14th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	14th "
SHANGHAI	"HUPEH"	18th "
CEBU and ILOILO	"SUNGKIANG"	20th "
KOBE	"CHANGSHA"	22nd "
CEBU and ILOILO	"KAIKONG"	23rd "
TIENSIN	"KANSU"	25th "
TIENSIN	"CHIELI"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th February, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 11th Feb., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 18th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th February, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates.
"ARABIA"	4,183	Bable	February 13th, 1905.	
"ARAGONIA"	5,196	Schuldt	March 5th.	
"NICOMEDIA"	4,370	Wagner	March 31st.	
"NUMANTIA"	4,370	Brehmer	April 20th.	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,183	Bable	February 13th, 1905.
"ARAGONIA"	5,196	Schuldt	March 5th.
"NICOMEDIA"	4,370	Wagner	March 31st.
"NUMANTIA"	4,370	Brehmer	April 20th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand

FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WALKER.
Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING"
Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd 1.50
Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING"
Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.
The Steamer will lay alongside the S.S. "Perseverance" wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return \$5.00
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; and Class, 30 cents.
Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single Ticket, 30 cents; Return, 50 cents; 3rd Class, 10 cents.
TIFFIN AND DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"SATSUMA".....20th Feb., 1905.
"RICHMOND CASTLE" 4th March, "
"SAINT FILLANS"17th "
For Freight and further Information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 9th February, 1905.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above, on TUESDAY, the 14th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th February, 1905.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO
VENICE and TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above, on TUESDAY, the 14th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 9th February, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Oliffent, will be despatched for the above Ports, on TUESDAY, the 14th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 8th February, 1905.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARABIA,"

FROM PORTLAND (OR.) YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 8th February, 1905.

NOTICE TO CONSIGNEES.

STEAMSHIP "GERMANICUS,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 8th February, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,
Hongkong, 3rd February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th February, 1905.

S.S. "CALEDONIAN," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. "Cordonian," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 13th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th February, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 13th February, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,
Acting Agent.

Hongkong, 6th February, 1905.

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS.

CHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT,

DAIMLERS PATENT MOTOR LAUNCHES, &c.

Sole Agents for
FERGUSON'S SPECIAL GREASE

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES

Intimations.

WEISMANN, LTD.
(CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café in the Orient.

Hongkong, 17th December, 1904. [45]

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.

H. RUTTONJEE,
No. 5, D'Aguiar Street, Hongkong.
No. 37, Elgin Street, Kowloon.
Hongkong, 4th January, 1905. [58]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioresse will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12th April, 1892.

"Sanitas"
IS AN
Unequalled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
Is non-poisonous and non-staining and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
Is the best all-purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
Is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Klingzett's Fumigating Candles
Apply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

Shipping.

ARRIVALS.
Pekin, Br. s.s., 2,521, W. Cooke, R.N.R., 9th Feb., Bombay 21st Jan., and Singapore 2nd Feb., Twist.—P. & O. S. N. Co.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 9th Feb., Calcutta via Penang and Singapore 3rd Feb., Gen.—D. S. & Co., Ltd.
Simla, Br. s.s., 5,884, F. R. Summers, 10th Feb.,—Shanghai 6th Feb., Mails and Gen.—P. & O. S. N. Co.
Kwangle, Ch. s.s., 1,505, R. Lincoln, 10th Feb.,—Canton 9th Feb., Gen.—C. M. S. N. Co.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 10th Feb.,—Manila 7th Feb., Gen.—B. & S.
Emma Luyken, Ger. s.s., 1,160, H. Marten, 10th Feb.,—Samarang (Java) 30th Jan., Sugar, Molasses and Nuts.—Chinese.
Japan, Br. s.s., 2,795, E. P. Martin, 10th Feb.,—London 20th Dec., and Singapore 4th Feb., Gen.—P. & O. S. N. Co.
Oscar 11, Nor. s.s., 2,000, R. Olsen, 10th Feb.,—Molai 4th Feb., Coal.—M. B. K.
Tweeddale, Br. s.s., 2,874, T. M. Milne, 10th Feb.,—Rangoon 29th Jan., Rice.—Order.
Ikal, Br. s.s., 3,490, Robertson, 10th Feb.,—Durban 17th Feb., Ballast.—G. L. & Co.

Clearances at the Harbour Office.
Kwangle, for Canton.
Ataka, for Canton.
Shun Lee, for West River.
Tah Hing, for West River.
Loongang, for Manila.
Themis, for Kobe.
Charles Hardoun, for Canton.
Declina, for Swatow.
Yingking, for Canton.
Harbaron, for Kluachow.
Eady Abby, for Bangkok.
Sylana, for Shanghai.
Indrani, for Sasebo.

Passengers arrived.

Per Arratoon Apar, from Singapore—300 Chinese.
Per Taming, from Manila—Mr. and Mrs. H. Fox, Dr. and Mrs. Burrows, Rev. Dr. and Mrs. Rafter, Messrs. W. Kenyon, A. McKillop, J. Schmidt, R. Ludwig, V. Levi, R. Butcher, R. McGonachie, S. Mink, Yu Sontua, Juan Montener, and 39 Chinese.
Per Simla, from Shanghai for London—Messrs. G. G. Sinclair, Macdonald, Capt. Bradley, and Mr. Byers. For Marseilles—Messrs. King, Solomon, Skine, Desborough, Mrs. Jackson, Lieut. Komashoff, Seniors Villgeff, and Semonoff. For Port Said—Messrs. Satchkoff, Lookianoff, Zatzanib, Dr. Robinovitch and native servant, Messrs. Gieskowsky, McKritick, Capt. Stronsky, Chief-Engr. Hall, Capt. Kronakbrine, Gaborioz, Engr. Bouleusky, Mr. Klentien, Capt. Sakhastey, Averanoff, Kassovitch, Messrs. Taitvidt, Marevsky, Plavinsky, Vitinsky, Solitink, Werskinin, Organoff, Satchkorsky, Schirvickoff, Stichefellof, Gieskowsky, Neyloff, Shultz, Solovief, Beliaeff, Nikcherko, Kartieskowsky, Guppenen, Baron Shilling, Messrs. Grunewald, Soirmanoff, Pickhinsky, Romanoff, Kosheleff, Rashnoff, Mr. and Mrs. Kronotarsky, Messrs. Almazoff, Soimonoff, Oupensky, Ivanoff, Molchanoff, Billaiko, Votchinsky, Khorkhrim, and Soustichinsky. For Colombo—Mr. Sergieff. For Singapore—Mr. A. W. Prior. For Hongkong—Messrs. Jones, Freidrahall, Miles, Brown, Mr. and Mrs. Benjamin and native servant, Messrs. Kinhear, J. St. George and servant, H. Broc, Bastien and Chinese assistant, R. E. Chambers and servant, Simmons, Misses C. Bastick, I. Trainham, L. Whelden, Messrs. Hubbe, Hirschke and Wiedenbruck. For Bombay—Messrs. J. Brebner, N. Sorabjee, and Capt. Cox's native servant. For London—Lt. Genl. Nicholson, Messrs. Galem and Prescott.
Per Japan, from London—Mr. J. B. Watson, Comdr. Winthrop, Messrs. D. Andrews, M. P. Campbell, and Lieut. Hinton. From Singapore—Mr. Cooley.

Passengers expected.

Per Arratoon Apar, from Singapore—300 Chinese.
Per Taming, from Manila—Mr. and Mrs. H. Fox, Dr. and Mrs. Burrows, Rev. Dr. and Mrs. Rafter, Messrs. W. Kenyon, A. McKillop, J. Schmidt, R. Ludwig, V. Levi, R. Butcher, R. McGonachie, S. Mink, Yu Sontua, Juan Montener, and 39 Chinese.
Per Simla, from Shanghai for London—Messrs. G. G. Sinclair, Macdonald, Capt. Bradley, and Mr. Byers. For Marseilles—Messrs. King, Solomon, Skine, Desborough, Mrs. Jackson, Lieut. Komashoff, Seniors Villgeff, and Semonoff. For Port Said—Messrs. Satchkoff, Lookianoff, Zatzanib, Dr. Robinovitch and native servant, Messrs. Gieskowsky, McKritick, Capt. Stronsky, Chief-Engr. Hall, Capt. Kronakbrine, Gaborioz, Engr. Bouleusky, Mr. Klentien, Capt. Sakhastey, Averanoff, Kassovitch, Messrs. Taitvidt, Marevsky, Plavinsky, Vitinsky, Solitink, Werskinin, Organoff, Satchkorsky, Schirvickoff, Stichefellof, Gieskowsky, Neyloff, Shultz, Solovief, Beliaeff, Nikcherko, Kartieskowsky, Guppenen, Baron Shilling, Messrs. Grunewald, Soirmanoff, Pickhinsky, Romanoff, Kosheleff, Rashnoff, Mr. and Mrs. Kronotarsky, Messrs. Almazoff, Soimonoff, Oupensky, Ivanoff, Molchanoff, Billaiko, Votchinsky, Khorkhrim, and Soustichinsky. For Colombo—Mr. Sergieff. For Singapore—Mr. A. W. Prior. For Hongkong—Messrs. Jones, Freidrahall, Miles, Brown, Mr. and Mrs. Benjamin and native servant, Messrs. Kinhear, J. St. George and servant, H. Broc, Bastien and Chinese assistant, R. E. Chambers and servant, Simmons, Misses C. Bastick, I. Trainham, L. Whelden, Messrs. Hubbe, Hirschke and Wiedenbruck. For Bombay—Messrs. J. Brebner, N. Sorabjee, and Capt. Cox's native servant. For London—Lt. Genl. Nicholson, Messrs. Galem and Prescott.
Per Japan, from London—Mr. J. B. Watson, Comdr. Winthrop, Messrs. D. Andrews, M. P. Campbell, and Lieut. Hinton. From Singapore—Mr. Cooley.

Shipping Report.

Str. Taming from Manila—Moderate to fresh monsoon, and rough sea.

Str. Emma Luyken from Samarang—Heavy gale since 8th inst. at 10 p.m., accompanied by a high rough sea.

Str. Arratoon Apar from Singapore—Moderate to fresh monsoon, heavy N.E. swell, half China sea moderate N. gale yesterday and night before.

Str. Pekin from Bombay—Fine weather throughout, light monsoon until within 150 miles S. of Hongkong, when it blew strong and weather being cold to arrival.

Vessels in Port.

STRANGLERS.
Agincourt, Br. s.s., 2,876, Worstrop, 3rd Oct.,—Hainan 1st Oct., Ballast.—Order.
An Pho, Br. s.s., 966, J. Kynoch, 4th Feb.
Sahon 31st Jan., Rice and Gen.—Ho Fat Sing & Co.
Arabia, Ger. s.s., 2,857, H. Metsentlin, 8th Feb.,—Portland, Or. via Japan 3rd Feb., Gen.—P. & O. S. N. Co.
Ardova, Br. s.s., 2,271, W. L. Smith, 29th Jan.
Mojoi 23rd Jan., Coal.—M. B. K.
Bjersheim Bjornsen, Nor. s.s., 736, C. Olsen, 24th Jan.,—Sourabaya 14th Jan., Gen.—Thoresen & Co.
Borneo, Ger. s.s., 1,344, E. Muhle, 8th Feb.,—Sandakan 2nd Feb., Timber and Gen.—M. & Co.
Capri, Ital. s.s., 2,783, G. Belsito, 8th Feb.,—Bombay and Singapore 1st Feb., Gen.—C. & Co.
Cebu, Am. s.s., 647, A. Yuchusagarri, 1st Feb.,—Manila 27th Jan., Gen.—Order.
China, Am. s.s., 3,186, D. E. Friele, 9th Feb.,—San Francisco 10th Jan., and Shanghai 6th Feb., Mails and Gen.—P. M. S. Co.
Chunyang, Br. s.s., 1,418, R. Cox, 1st Feb.,—Swatow 31st Jan., Gen.—J. M. & Co.
Clara Jensen, Ger. s.s., 1,103, F. Bendixen, 4th Feb.,—Wuhu and Chinkiang 31st Feb., Rice and Ground-nuts.—J. & Co.
Easyby Abbey, Br. s.s., 1,789, R. Prideaux, 30th Jan.,—Colombo 13th Jan., Coal.—Order.
Fausang, Br. s.s., 1,410, Mitchell, 1st Jan.,—Samarang 22nd Jan., Sugar.—J. M. & Co.
Frithjof, Nor. s.s., 891, H. A. Haraldsen, 8th Feb.,—Tamsui via Amoy and Swatow 7th Feb., Gen.—O. S. K.
Germanicus, Ger. s.s., 2,575, H. Behrmann, 8th Feb.,—Molai 1st Feb., Gen.—D. & Co., Ltd.
Glenfarg, Br. s.s., 2,350, Holman, 3rd Feb.,—Singapore 28th Jan., Gen.—McG. Bro. & Gow.
Gregory Apar, Br. s.s., 2,961, J. G. Offlent, 6th Feb.,—Calcutta 21st Jan., Penang and Singapore 31st Jan., Gen.—D. S. & Co., Ltd.
Hohnstein, Ger. s.s., 1,275, H. Ramer, 18th Jan.,—Sourabaya 7th Jan., Sugar.—L. W. & Co.
Hupel, Br. s.s., 1,205, Mathias, 9th Feb.,—Canton 8th Feb., Gen.—B. & S.
Indrani, Br. s.s., 2,335, W. Mann, 9th Feb.,—Cardiff 20th Dec., Coal.—J. M. & Co.
Indravelli, Br. s.s., 3,215, S. Collington, 28th Nov.,—Shanghai 24th Nov., Ballast.—J. M. & Co.
Johanne, Ger. s.s., 952, Island, 7th Feb.,—Cebu and Feb., Ballast.—J. & Co.
Kaifong, Br. s.s., 1,024, E. Winlayson, 27th Jan.,—Molai 23rd Jan., Gen.—B. & S.
Katharine Park, Br. s.s., 3,075, W. H. Capp, 12th Jan.,—Sasebo (Japan) 8th Jan., Light.—G. L. & Co.
Keong Wai, Br. s.s., 1,115, W. Mullermann, 4th Feb.,—Bangkok 24th Jan., Rice.—B. & S.
Laertes, Br. s.s., 1,341, J. B. Jackson, 8th Feb.,—Saigon 3rd Feb., Rice and Rice-meal.—Chinese.
Lanschan, Br. s.s., 4,980, Sperling, 3rd Feb.,—Molai 28th Jan., Coals.—Chinese.
Larzal, Br. s.s., 684, Lammsen, 9th Feb.,—Kuratao 3rd Feb., Coal.—L. W. & Co.
Mausang, Br. s.s., 1,644, S. J. Payne, 2nd Feb.,—Sandakan 27th Jan., Timber and Gen.—J. M. & Co.
Mercedes, Br. s.s., 3,000, J. S. McGregor, 8th Feb.,—Wellington, N.Z. 15th Jan., Coal.—Naval Stores Office.
Nanshan, Am. s.s., 1,343, W. D. Prideaux, 3rd Feb.,—Cavite, P.I. 31st Jan., Coal.—Order.
Orange, Nor. s.s., 1,001, Joh. Dannevig, 7th Feb.,—Bangkok 28th Jan., and Angioh 30th Jan., S. W. & Co.
Petrahar, Ger. s.s., 1,252, C. Ahrens, 7th Feb.,—Saigon and Feb., Rice and Gen.—S. W. & Co.
Pitsanulok, Ger. s.s., 1,267, C. Fuchs, 4th Feb.,—Bangkok 28th Jan., Rice and Gen.—B. & S.
Pollux, Nor. s.s., 760, C. Svendsten, 4th Feb.,—Sourabaya 24th Jan., Sugar.—Order.
Pronto, Nor. s.s., 837, Seeborg, 7th Feb.,—Mauritius 13th Feb., Sugar.—Aagaard & Torsten.

Rubi, Br. s.s., 1,611, R. W. Almond, 6th Feb.,—Manila 4th Feb., Gen.—S. T. & Co.
Seaward, U.S. transport, 350, Croskey, 28th Dec.—Manila 24th Dec.
Tritos, Ger. s.s., 980, Roffen, 9th Feb.,—Kuratao 3rd Feb., Coal.—S. & Co.
Tainan, Br. s.s., 1,460, W. B. Brown, 8th Feb.,—Yokohama via Kobe and Kuchinotzu 4th Feb., Gen.—B. & S.
Wongkai, Ger. s.s., 1,115, W. Reher, 6th Feb.,—Bangkok 30th Jan., Rice and Gen.—B. & S.
Zoroaster, Br. s.s., 2,383, J. Ewan, 3rd Feb.,—Kuchinotzu 28th Jan., Coals.—M. B. K.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug. 1924, Petroleum.—S. O. Co.
Juho, Am. sch., 742, R. M. de la Salo, 28th Jan.,—Kobe 17th Jan., and Moji 20th, Coal.—Mr. G. C. Moxon.

Steamers Expected.

Vessels	From	Agents	Due
Bengal	Singapore	P. & O. Co.	Feb. 11
P. Segismund	Sydney	M. & Co.	Feb. 13
Laisang	Singapore	J. M. & Co.	Feb. 14
Zieten	Japan	M. & Co.	Feb. 15
Emp. of Japan	Japan	C. P. R. Co.	Feb. 15
Ithaka	Singapore	H. A. & Co.	Feb. 16
Princess Alice	Singapore	M. & Co.	Feb. 16
Manchuria	San Francisco	P. & O. Co.	Feb. 25
Athenia	Vancouver	C. P. R. Co.	Mar. 2
Aragonia	Portland	P. & A. Co.	Mar. 3

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Diu	at Kowloon Dock		
Hellas	"	"	"
Katharine Park	"	"	"
Tsingtau	"	"	"
Pollux	"	"	"
Kaifong	"	"	"
Hohnstein	"	"	"
Kansu	"	"	"
Shahzade	"	"	"
Cebu	"	"	"
Chun Sang	"	Cosmopolitan	"
Keongwale	"	"	"
Sobralense	"	Aberdeen	"
Tyr	"	"	"

Ships Passed The Canal.

Outward—10th January—Charente, Ithaka, Rhemona, Sandhurst, Knight of St. George, Kennebec, 13th January—Coladonin, Swast, 17th January—Prometheus, Scandia, Green-tick, 24th January—Candia, Princess Alice, Flinthshire, Stephen, Malacca, 27th January—Irungahorn, Oceanic, Mennell, Montrose, 1st February—Opach, Florida, Hampstead, 4th February—Antenor, Bencluch, Benmhur, Trieste, Fido Manila, Ningchow, Ulysses, Rai David, Mora, Bylgia, Ingrithorn, 7th February—Bratsberg, Frankfurt, Glenesh, Prinz Regent Luitpold, Sagami.

Homeward—10th January—Jason, Telemachus, 24th January—Rubia, Senegambian, 27th January—Sedona, Survia, 1st February—Barotse, Helene Rickmers, 4th February—Shimosa, 7th February—Dumbea, Socotra.

Arrivals at Home—10th January—Brigavie, Claverburn, Japan, Slavonia, 13th Jan.—Agamemnon, Heathcliff, Touraine, Pegasus, 17th January—Pera, 24th January—Fak-lodon Hall, Ceylon, Prince Ellet Friedrich, 1st February—Dioned, Segovia, 4th February—Albenga, Seydlitz, 7th February—Indrawadi, Manica, Calchas.

Post Office.

A Mail will also for—
Manila—Per Rubi, 11th Feb., 9 A.M.
Bangkok—Per Pitsanulok, 11th Feb., 10 A.M.

Europe, &c., India, via Tuticorin—Per Simla, 11th Feb., 11 A.M.

Macao—Per Heungshan, 11th Feb., 1.15 P.M.

Singapore, Batavia and Sourabaya—Per Fausang, 11th Feb., 2 P.M.

Shanghai—Per Lysemon, 11th Feb., 3 P.M.

Hoihow and Haiphong—Per Johanne, 11th Feb., 5 P.M.

Swatow and Bangkok—Per Keongwale, 11th Feb., 5 P.M.

Swatow, Amoy and Tamsui—Per Frithjof, 11th Feb., 5 P.M.

Namtao—Per Tatchun, 11th Feb., 5 P.M.

Sanbue—Per Hot Fu, 11th Feb., 5 P.M.

Macao—Per Wingchat, 12th Feb., 8 A.M.

Namtao—Per Tatchun, 12th Feb., 9 A.M.

Sanbue—Per Hot Fu, 12th Feb., 9 A.M.

Shanghai—Per Nupel, 12th Feb., 9 A.M.

Swatow—Per Haimua, 12th Feb., 9 A.M.

Swatow, Singapore and Bangkok—Per Wongkai, 12th Feb., 9 A.M.

Molai, Kobe, Yokohama and Portland, Or.—Per Arabia, 13th Feb., 11 A.M.

Shanghai—Per Kwangle, 13th Feb., 3 P.M.

Cebu and Iloilo—Per Kansu, 13th Feb., 3 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empira, 14th Feb., 9 A.M.

Singapore, Penang and Bombay—Per Capri, 14th Feb., 11 A.M.

Singapore, Penang and Calcutta—Per Gregory Apar, 14th Feb., 2 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Tainan, 14th Feb., 3 P.M.

Manila—Per Taming, 14th Feb., 3 P.M.

Europe, &c., India, via Tuticorin—Per Zieten, 15th Feb., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 15th Feb., 11 A.M.

Kudat and Sandakan—Per Mauritang, 16th Feb., 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 17th Feb., 11 A.M.

Manila—Per Zafro, 18th Feb., 9 A.M.

Yokohama—Per Ithaka, 18th Feb., 4 P.M.

Cebu and Iloilo—Per Sungkang, 20th Feb., 3 P.M.

Kudat and Sandakan—Per Borneo, 21st Feb., 8 A.M.

Molai, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Hyades, 21st Feb., 10 A.M.

Europe, &c., India, via Tuticorin—Per Polynesian, 21st Feb., 11 A.M.

Kobe—Per Changsha, 22nd Feb., 3 P.M.

Cebu and Iloilo—Per Kaifong, 23rd Feb., 3 P.M.

Tientsin—Per Esang, 24th Feb., 3 P.M.

Tientsin—Per Kamsu, 25th Feb., 3 P.M.

Tientsin—Per Chihli, 26th Feb., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 5th Mar., 11 A.M.

VISITORS AT THE HOTELS.

HONGKONG.
Anderson, Mr. & Mrs. Kite, F. W.
W. R. and son
Barbillion, P.
Bingham, Mr. & Mrs. G.
T. E. and child
Birbeck, R. J.
Bissell, W. S.
Blair, D. K.
Boggan, Mr. and Mrs.
Bonner, E. A.
Borthwick, R. W.
Borthwick, Mrs. R. W.
Brown, M. S.
Broughall, L.
Cadele, Miss L.
Calle, Mr. and Mrs.
Clark, Dr. Francis
Clark, T.
Clark, W. G.
Craig, Mr. and Mrs. J. W.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C.
Edwards, G. H.
Emerson, A.
Fisher, H. G.
Forster, Dr. A. F.
Fox, Mr. and Mrs. H. T.
Foy, Mrs. A.
Frege, Mr. and Mrs. A.
Friedenthal, A. H.
Georges, J. S. and servant
Gibson, Capt. P.
Glover, C.
Graham, F.
Grant, A. W.
Gray, H. C.
Gray, W. E. & servant
Gunning, Mr. and Mrs. R. C.
Hall, Capt. T.
Hanson, J.
Harding, R.
Hardy, Mrs. C. S.
Harvey, Mr. & Mrs. H.
Haughton, S.
Holmes, G.
Hurst, R. N., Engineer-Capt.
Innes, Capt. R.
Icely, Rev. F.
Johnston, J.
Jones, C. E. P.
Katch, E. A.
Kemp, H. H.
Kien, W.
Kihri, Mr.

PEAK.
Atkinson, R. D.
Beattie, J. M.
Beattie, M. P.
Bentwick, Capt. and Mrs.
Brown, Col. F. L.
Brown, Mrs. L. F.
Brown, Miss
Brown, Miss Ethel
Bunsey, Col. and Mrs.
C. F. W. and children
Chapman, A.
Chichester, Major and Mrs. A. A.
Clark, Mr.
Courtney, G.
Darling, Col.
David, A. J.
David, Jr. Mr.
Dixon, Mr.
Dymock, Lieut. A.
Gales, Capt.
Grant, A. R.
Hassan, Mr. and Mrs.
Haynes, Col.
Hazelard, F. A.
Holborow, Mr.
Hudig, D.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Jostling, Major C. L.
Kaye, Major and Mrs.
Koyle, Lady F. & maid
Lang, Mr.

CRAIGIEBURM.
Bird, Mr. & Mrs. L. G.
Dann, G. H.
Franklin, G.
Gaskell, Mr. and Mrs.
Holmes, N. M.
Morrell, G. E.
Nicholls, E. A.
Riadore, R. N., Lieut.
Commander & Mrs. Woodward, Mr. & Mrs. and children
Smith, E. Grant

OCCIDENTAL.
Bands, F.
Brown, Mr.
Chandler, Lieut.
Fries, Mr.
Furth, H.
Gurten, C. N.
Key, Di.
Kiens, L.
Lloyd, Mr. and Mrs.
and child
Wemyss, J. L.

KOWLOON.
Heriot, R. M. L., Capt.
Harris, Mr. & Mrs. Mackay
Mitchell, Mr.
Nicholls, Mrs. Powell
Rowe, Mrs. W. E. and child
Stevenson, Lt. Comdr.
and Mrs.

RESERVE.
Lieut. Commander C. Assel
Captain Hon. Stopford

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Captain Hon. Stopford

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Lieut. Commander C. Assel
Captain Hon. Stopford

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this office for BOMBAY, TO-MORROW, the 11th February, at Noon, taking Passengers and Cargo for the 11th February in connection with the Company's S.S. *Britannia*, 6,335 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macdonald*, due in London on the 25th March, 1905. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 10th February, 1905. [2]

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 21st February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *CALEDONNIEN* 7th March.
S.S. *OCÉANIE* 21st March.
S.S. *TOURANE* 4th April.

L. BRIDOU,
Acting Agent.

Hongkong, 8th February, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	Ab. Feb. 21
<i>Pléiades</i>	3,753	F. G. Purinton	Mar. 15
<i>Shawmut</i>	9,606	E. V. Roberts	" 24
<i>Lyra</i>	4,417	G. V. Williams	"

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Shawmut ... 9,606 E. V. Roberts/Ab. Mar. 14
Tremont ... 9,606 T. W. Garlick, Jr./April 14

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th February, 1905. [8]

NOTICE OF REMOVAL.

A. FOOK & Co.,
SHIP AND HOUSE COMPRADORES,
have this day
REMOVED
TO

NO. 12, POYING STREET,
(opposite their old establishment).
Hongkong, 24th November, 1904. [6a]

For Sale.

TINTO PASTO.

A VERY LIGHT WINE, Bottled in
Lisbon. Price \$5.50 per Case of
12 Bottles (Quarts).

J. M. G. PEREIRA,
18, Shelley Street.

Hongkong, 8th February, 1905. [223]

FOR SALE OR TO LET,
AT THE PEAK.

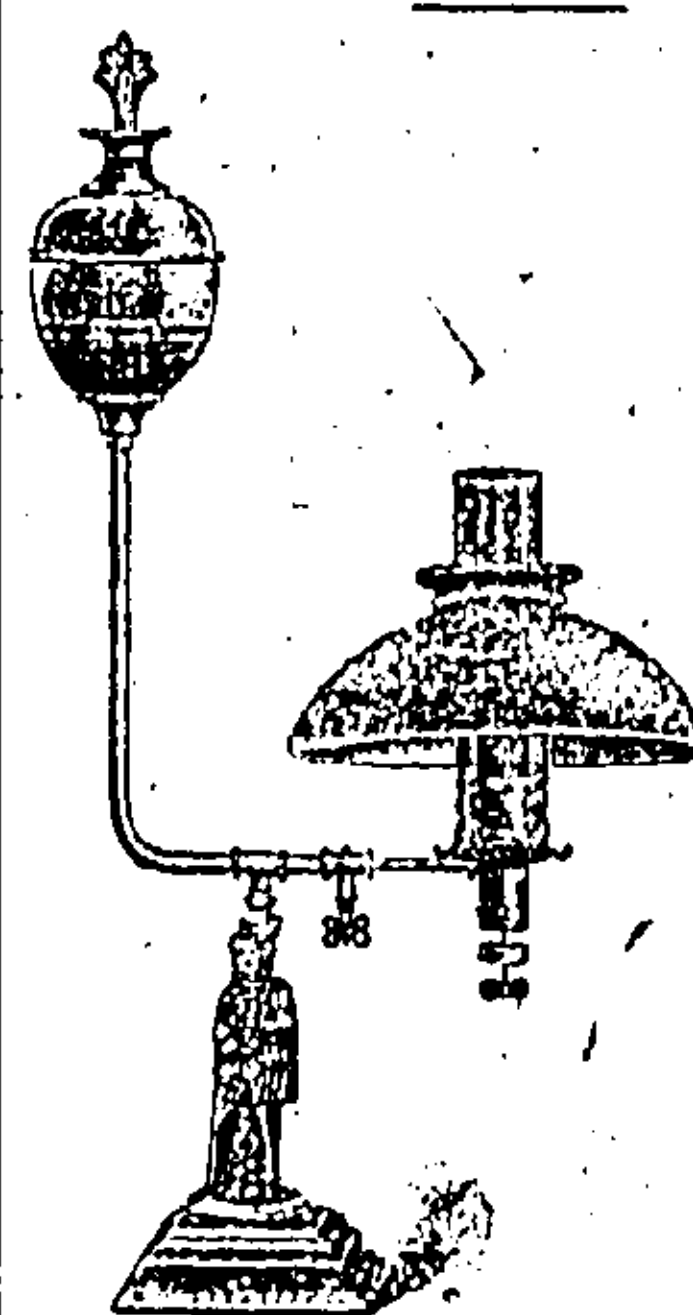
Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with
Dressing, Drying and Bath-room; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904. [197b]

FOR SALE.



INCANDESCENT
GASOLINE
Lamps of all
descriptions from the best
makers.

Incandescent
Mantles,
Chimneys,
Globes, Shades,
&c., for Gasoline and
Gas Lamps at the most
moderate prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

To Let.

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS,"

Hongkong, 28th December, 1904. [197a]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIPON TERRACE.

"HATHERLEIGH," a detached resi-
dence with Tennis Court on CONDUIT
ROAD.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 25th January, 1905. [69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAF ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,492,554	{ Div. of £1.10/- @ exchange 1/9 15/16 } \$16.41 for first half-year 1904.....	5 %	\$720 (London £75
National Bank of China, Limited.....	99,925	£7	£7	{ \$1,000,000 \$1,739 }	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$1,739 }	\$150,494	\$17 for 1903	6 1/2 %	\$260
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,902 \$362,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$372,749 \$893,110 \$846,773 }	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$700,000 \$37,794 \$1,000,000 \$125,075 \$1,170,288 }	\$486,284	\$12 for 1902	8 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$125,075 \$1,170,288 }	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$93
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,000,000 \$37,794 \$1,000,000 \$125,075 \$1,170,288 }	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$140 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900.....	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$185,000 \$60,935 \$250,000 \$600,000 \$157,155 }	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$205,000 \$100,000 }	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$26
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378.....	4 1/2 %	\$124 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 50 sales
Do, (Preference)	100,000	£1	£1	{ £40,000 £4,116 £40,000 £15,993 £40,000 }	£58,852	Interim of 1/- (Coupon No. 5) for 1904 ...	7 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited.....	2,000,000	\$10	\$10	{ \$10,000 \$15,993 \$40,000 \$21,075 \$18,000 \$130,153 \$130,153 }	\$1,287	{ \$1.80 & b. 40 cts \$2.90 & b. 20 cts. } for year ending 30.4.04 ..	4 1/2 %	\$38
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ \$21,075 \$18,000 \$130,153 \$130,153 }	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903.....	9 %	\$140 sellers
Straits Steamship Company, Limited.....	5,000	\$100	\$100	{ Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of \$5 for 1904	...	\$226
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	\$3 for 1897	...	\$22 1/2 buyers
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	none	Dr. \$73,905	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 54 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	No. 3 of 1/6 50 cents making G. \$1 for 1904	6 %	Tls. 7 1/2 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 none }	£7,820	No. 12 of 1/-=48 cents	...	G \$18 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	£4,029	\$3.75 for 1903	8 %	\$43 sellers
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$50,989 \$250,000 \$25,500 }	\$10,517	Interim of \$2 1/2 for 1904	4 1/2 %	\$104 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$250,000 \$25,500 }	\$505,471	First year	...	\$102
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$250,000 \$25,500 }	\$505,471	\$6 dividend and \$2 bonus for first half- year 1904	7 1/2 %	\$210
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$60,000 }	.....	\$10 div. & \$5 bonus for year end. 30/6/04 ..	7 1/2 %	\$203 buyers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	{ \$55,500 }	\$489	\$1 1/2 for 1903	4 1/2 %	\$25
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$150,000 }	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$192 1/2
Do, (Preference)	2,750	\$100	\$100	{ \$150,000 }	\$49,936	\$7 dividend	6 1/2 %	\$114 1/2
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 900,000 }	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 153 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 }	Tls. 22,895	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 137 1/2 buyer
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 Tls. 41,000 }	\$9,989	\$6 for first half year 1904	3 1/2 %	\$375 sales
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 6,000 }	Tls. 1,760	Tls. 18 for 1903	6 1/2 %	Tls. 190
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$27 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000 }	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	.....	Interim of Tls. 2	...	Tls. 55
HONGKONG HOTEL COMPANY, LIMITED.								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$11,824 \$20,000 }	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 13,986 }	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$134 sales
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	{ Tls. 13,986 }	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904 ...	4 1/2 %	Tls. 19 buyers
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ \$200,000 \$50,000 }	\$9,177	90 cents for 1903	7 1/2 %	\$13 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none Tls. 800,000 Tls. 150,000 Tls. 17,144 }	\$377	\$3 for 1904	8 %	\$37 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 116 buyers
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 4,132	Interim of Tls. 3 1/2	...	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 54,626 }	Tls. 335	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$57
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	17 1/2 %	Tls. 23 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 1/2 %	\$15 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 }	Tls. 13,649	Interim of 3 % a/c 1898	...	Tls. 24 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 25
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	{ Tls. 5,658 }	Tls. 26,389	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ \$779 }	nil	\$2 1/2 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	.....	.....	First year	...	\$9 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 \$25,000 }	Tls. 1,991	Interim of Tls. 3	9 %	Tls. 67 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$5 1/2
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ \$5,500 }	\$596	\$3 for 1903	7 1/2 %	\$40 sellers
Central Stores, Limited	6,000	\$15	\$12	{ \$20,000 }	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do, (Founders)	123	.....	.....	.....	.....	None	...	\$100
Do, (New Issue)	24,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	8 1/2 %	\$4 1/2 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	4 1/2 %	\$15
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	{ Tls. 25,000 }	Tls. 1,942	Tls. 6 for 1903	8 %	Tls. 74 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ Tls. 25,000 \$27,390 }	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 }	\$1,581	80 cents for 1904	9 %	\$9 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	.....	\$1 1/2 for year ending 31.7.1903	...	\$12 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	...	Tls. 10 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	{ \$12,500 }	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$150,000 }	\$34,115	\$1.50 for 1903	5 %	\$28 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$160,000 £23,109 £3,000 }	\$13,104	Interim of \$1	14 %	\$21 1/2 sales
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	{ £23,109 £3,000 }	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 50 cents for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$50,000 }	\$3,795	\$15 for year ending 30.11.1904	5 1/2 %	\$205 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$35,000 }	\$5,844	Interim of \$4 for 1904	6 %	\$255 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000 }	\$8,395	\$10 for 1903	6 1/2 %	\$155 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ \$2,500 }	\$299	Interim of 70 cts. and 50 cts. bonus making \$1.50 for the year ended 30.9.04	9 1/2 %	\$20
Kats Brothers, Limited	10,000	\$100	\$100	{ \$375,000 }	.....	\$13 for 1903	9 1/2 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ Tls. 528,210 Tls. 19,465 }	\$21,582	Interim of \$5	8 1/2 %	\$145
Maatschappij tot Mijl-, Bosch- en Landbouwerk- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35, for 1904	13 %	Tls. 277 1/2 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$4 for year ended 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	{ \$5,000 }	\$834	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,337	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 108,172 }	Tls. 7,538	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 }	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 15,000 }	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 120,000 }	Tls. 7,369	Interim of 15/- for 1904	6 %	Tls. 400 buyers
Singapore Dispensary, Limited	600	\$25	\$50	{ \$60,000 }	\$800	\$5 for year ended 31.7.1903	6 %	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...	\$25 nominal
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7
Straits Ice Company, Limited	10,000	\$5	\$5	none	.....	First year	...	\$4 buyers
Straits Trading Company, Limited	250,000	\$100	\$100	{ \$650,000 }	\$83,403	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Tientsin Native City Waterworks Company, Ltd	2,941	Tls. 100	Tls. 100	none	Tls. 413	\$7 1/2 div. and 25 cents bonus for half year ended 30.3.1904	6 1/2 %	\$39 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	{ Tls. 15,259 }	Tls. 667	Tls. 2 for half year	1 1/2 %	T.Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ Tls. 15,259 }	.....	Interim of Tls. 4 making Tls. 8 for 1903/4 ..	1 1/2 %	T.Tls. 135
Do, (Founders)	100	\$10	\$10	{ \$20,000 }	\$1,042	90 cents for year ending 31.5.1904	9 1/2 %	\$94 buyers
Watkins, Limited	10,000	\$10	\$10	{ \$1,042 }	\$1,042	\$29.70 for year ended 31.5.1904	16 1/2 %	\$180 buyers
William Powell, Limited	12,000	\$10	\$10	{ \$3,000 }	\$588	\$1 for 1903	...	\$9 sellers
						Final of 70 cents making \$1.20 for the year ending 30.6.1904	9 1/2 %	\$124 sales